The [illegible] Gazette.

No. 7,093.—New Series. BOMBA[illegible]MBER 1, 1871. [Annual Subscription in Advance from 1st October 1871......Rupees Forty-five.
Ditto ditto from 1st January 1872......Rupees Forty-two.

THE BOMBAY GAZETTE.

The reduction in the rates of Inland Postage on Newspapers by one-half came into operation from the 1st October, and the *Bombay Gazette* is now sent POST FREE to all Up-country Subscribers, who are thus put on an equal footing with Town Subscribers.

Form 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale:—

	Uniform New Scale.	Old Scale. Town.	Old Scale. Country.
One year, *in advance*	Rs. 42	Rs. 52	Rs. 72
Half year „	„ 24	„ 28	„ 38
Three months „	„ 14	„ 16	„ 21
One month „	„ 5	„ 6	„ 7-12

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address Up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
Fourth and succeeding insertions	„ 0 2¼ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second do	4½ „ „
Third and succeeding	2¼ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PATNA, 1,780 Tons, 300 H.P., Commander A. Atkinson, will be despatched on TUESDAY, the 7th November 1871, at noon.

	Nov.		Nov.
Leave BOMBAY	7	Leave Colombo	16
„ Carwar	9	„ Galle	17
„ Mangalore	10	„ Negapatam	20
„ Cannanore	11	„ Pondicherry	21
„ Tellicherry	11	„ Madras	23
„ Calicut	12	„ Coconada	25
„ Beypore	12	„ Vizagapatam	26
„ Cochin	13	„ Bimlipatam	26
„ Allepey	14	„ Gopaulpore	27
„ Tuticorin	15	„ False Point	28
		Arrive CALCUTTA	29

This route is the most expeditious and economical for Passengers for the Neilgherrie District, Bangalore, and Madras, who can land at Calicut for Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship ETHIOPIA, 1,132 Tons, 200 H.P., Commander A. Scott, will be despatched on MONDAY, the 13th November 1871, at noon.

	Nov.		Dec.
Leave BOMBAY	13	Leave BUSSORAH	1
„ Kurrachee	17	„ Fao	1
„ Guadur	18	„ Bushire	2
„ Muscat	20	„ Linga	5
„ Bunder Abbas	22	„ Bunder Abbas	6
„ Linga	24	„ Muscat	8
„ Bushire	26	„ Guadur	10
„ Fao	28	„ Kurrachee	13
Arrive BUSSORAH	29	Arrive BOMBAY	16

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a steamer to Kurrachee every MONDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Cottier, will be despatched on MONDAY, the 6th November 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 9

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 a.m., and Dhurumtur at 1 p.m. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 a.m., and Oolwa at 1 p.m. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

PILGRIMS TO JEDDA.

THE s.s. EARL CANNING will be despatched on or about the 30th OCTOBER, calling at ADEN and JEDDA. For Freight and Passage apply to

STEARNS, HOBART, & Co.,
Agents for Charterers.

Bombay, 6th October 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

The Company intends from October next to despatch every month a Steamer from TRIESTE to BOMBAY and *vice versa*. These Steamers have limited accommodation for a small number of Passengers. The rates for Cabin Passengers include food and table wine transit through Egypt, and free conveyance of 2 cwt. luggage. For Baggage in excess £4 per Ton is charged.

The Steamer SPHINX, 1,400 tons, will be despatched from Bombay on or about the 7th November.

PASSENGER RATES FROM BOMBAY:

	Cabin.		Deck, with Food.
To Aden	£16	......	£ 7-13
To Suez	£28	......	£13- 7
To Port Said	£30	......	£14- 6
To Trieste	£40	......	£19- 0

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

THERE is also a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versa*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of Passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers from Alexandria to Southampton, at a charge of 10s. per cwt., for the regulated allowance of 3 cwt., and of 20s. per cwt. for excess weight (both exclusive of transit through Egypt), to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned grants also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES from ALEXANDRIA to TRIESTE.

First Class......£13 | Second Class......£9

Children under 10 years at Half Fare; under 2 years, Free.

REDUCED FARES for FAMILIES, consisting of not less than 3 adult members travelling together:—First Class, £10-16 per head; Second Class, £7-10 per head.

Personal Baggage allowed Free: 1st Class 200 lbs., 2nd Class 130 lbs., overweight 10s. per 100 lbs.

Railway tickets, from SUEZ to ALEXANDRIA, with all the privileges of Passengers by the P. & O. Co.:—First Class, £3; Second Class, £2. Children over 3 and under 10 years at Half Fare. Free Baggage—1st Class 3 cwt., 2nd Class 200 lbs., overweight 7s. per cwt.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co., and via Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

TRANSHIPMENT SERVICE AT PORT SAID.

GOODS for Trieste, Venice, Odessa, and Ports on the Syrian, Turkish and Greek Coasts, shipped by Steamers under any Flag whatever from Japanese, Chinese and Indian Ports bound to Mediterranean or British Ports, via Suez Canal, are received and transhipped by the Austrian Lloyd's Agent at Port Said, and forwarded to their destination by the Company's regular lines of Steamers.

For further particulars, and for freight and passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Meadow Street, 11th September 1871.

NOTICE.—Consignees per ship JUMNA, arrived from LONDON, are requested to DESPATCH BOATS to TAKE DELIVERY of their respective GOODS; otherwise the same will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 30th October 1871.

SHIPPING.

OVERLAND ROUTE.

On Saturday, the 4th November, at 3 p.m., from Mazagon.

THE P. & O. Co.'s s. s. SUMATRA (2,201 tons and 500 H.P.), Captain W. D. Anderson, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 a.m. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 p.m., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows:—

To BRINDISI	First Class Rs. 600		Second Class Rs. 300
To SOUTHAMPTON	„	„ 650	„	„ 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. ORISSA (1,646 tons and 300 H.P.), Captain P. S. Tomlin, will be despatched for the above Ports on THURSDAY, the 9th Nov., leaving Mazagon at noon on that day, and carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 a.m. on Tuesday, the 7th November.

G. F. HENRY, Superintendent.

STEAM to ADEN, SUEZ, and the WESTERN PORTS of ITALY.

(Via the Suez Canal.)

NOTICE.—The s.s. INDIA, Captain Dodero, will be despatched on WEDNESDAY, the 1st Nov., at 2 p.m. Passengers are requested to be on board by 1 p.m.

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Co.

Bombay, 30th October 1871.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To be despatched hence about 15th proximo.)

THE new Steam Ship STRATHCLYDE, 1,950 registered tons, 200 Horse Power, 1,200 effective, C. W. Pearson, Commander.

This fine Steamer, expressly built for the East India and China Trade, has extensive passenger accommodation of a very superior description. Including detention in the Canal, the outward passage last voyage was accomplished in 28 days.

RATES ARE

1st Class to Suez		£30	Exclusive of Wines, &c.,
Do.	Liverpool	50	
2nd Do.	Do	30	

which, however, can be procured on board at moderate prices.

There is a Stewardess on board, and, if necessary, the services of a Surgeon will be engaged. Special arrangements have been made by Captain Pearson to ensure efficient general attendance to passengers.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, [illegible] October 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO TRIESTE.

The New, First-Class, Fast Passenger Steam-ship FLORA, 2,320 Tons, 250 H.P., expressly built for the trade with India, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 7th December. This Steamer has really good accommodation for Passengers

RATES OF PASSAGE,

(including a liberal Table with Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage).

	1st Class.	2nd Class.	Deck.
To Trieste	£ 50 0	£ 35 0	£ 19 0
„ Port Said	£ 37 0	£ 23 0	£ 14 6
„ Suez	£ 36 0	£ 22 0	£ 13 7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

For further particulars, and for Freight and Passage, apply to the AGENCY OF THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Manager.

Bombay, 12 Meadow Street, 24th October 1871.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines.)	3rd Class. (Without Food.)
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	24	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay:—

INDIA, on WEDNESDAY, 1st November 1871.
EGITTO, on FRIDAY, 1st December 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

SALES BY AUCTION.

CRAWFORD AND COMPANY,

3, MARINE STREET, BOMBAY.

SALE OF THE STOCK IN TRADE, consisting of Perfumery Toilet Goods Furniture, &c, of the establishment of Messrs. Donald and Co., Hair Dressers.

TO-MORROW THURSDAY, the 2nd instant, at or about 12 o'clock noon, Messrs. CRAWFORD and Co. will dispose of, by Public Auction, at No. 2, Military Square, the whole of the stock in trade, perfumery, furniture, &c., of Messrs. Donald and Co., Hair-dressers, consisting of hair oil, brilliantine, hair dye, hair, tooth, complexion and face powders, hair, coat, flesh, tooth, and nail brushes, hair, tooth and black combs, superior assorted essence and perfumes, superior scented soaps, marrow oil, cold cream, pomades, hair wash, toilet vinegar, Rowland's odonto and macassar oil, powder puff boxes, eau-de-cologne, a set of gears with brushes and spindles, dressing gowns, towels, Turkey sponge, wig blocks, curling tongs, hair pinchers, razors, razor-strops, hair net, hand mirrors, hair pins, blackwood show cases, cupboard, mahogany, easy and without arm chairs, carpet, mahogany dressing and washing tables, figures, hanging and table argand lamps, large mirrors in gilt frames, round table, sofa couch, &c., &c.

CRAWFORD & Co.

Bombay, 1st November 1871.

MENESSE AND COMPANY.

AUCTION SALE OF MATCHES.

THIS DAY WEDNESDAY, the 1st instant, at 2 p.m., Messrs. MENESSE and Co. will sell by Public Auction, at Carnac Bunder, on account of whom it may concern, saved from the wrecked Steamer Breadalbane ex Khodabux.

A B—B N—4 Cases damaged Matches.

The purchasers will have to pay Custom Duty, &c., &c., and clear the goods from the Bunder.

On THURSDAY, the 2nd instant, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale at their Rooms, of a quantity of Grey, Coloured and White Piece Goods, Twists, &c., &c.

12 Bales Grey Shirtings
10 Cases White Madapollams
10 ditto Orange ditto

On account of the concerned—

2 Cases A. & F. Pears' assorted soap of very superior quality.
2 ditto China Ornaments.

Few Cases Huntley and Palmer's Biscuits

At 2 p.m., in the Apollo Bonded Warehouse, on account of whom it may concern, saved from the wrecked Steamer Breadalbane, ex Khodabux.

2 Cases Oilmanstores
3 ditto Puncheon Oats
2 ditto Oilmanstores
14 ditto Champagne and Hock

FOR SALE ON COMMISSION.

An almost new Palanqueen Shigram Horse and Harness, complete. Price Rs. 500 for the turn out.

MENESSE & Co.

Bombay, 1st November 1871.

BENNETT AND COMPANY,

No. 4, FORBES STREET.

AUCTION SALE OF STOPPERED BOTTLES.

TO-MORROW THURSDAY, the 2nd inst., Messrs. BENNETT and Co. are instructed to sell by Public Auction, on the Principal Medical Store, Byculla, by order of the Principal Medical Storekeeper, the following Stoppered Bottles received from England per ship Callirrhoe."

1849	Bottles Stoppered Green N. Md.	of	4 lb.
1001	ditto	ditto	2 lb.
794	ditto	ditto	1 lb.

AUCTION SALE of very valuable and handsome Household Furniture, Plated, Glass, and Porcelainware, handsome Pier Glasses, Tucker's 12 and 6 Light Argand Chandeliers, a first-rate 8 Day Clock, a handsome English-built Buggy by Thorn, a ditto Circular Glass fronted Miniature Brougham, a ditto Picnic Carriage, for 8 persons, &c., &c., at Prospect Lodge, Cumballa Hill.

On WEDNESDAY next, the 8th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, Carriages, &c., the property of a Parsee Gentleman changing residence.

Full particulars will be given hereafter.

Catalogues will be published, and the property on view, 4 days before the day of sale.

BENNETT & Co.

Bombay, Forbes Street, 1st November 1871.

PESTONJEE EDULJEE SHROFF.

LIVERY STABLES,

Calbadevee Road, next door Jamsetjee, Noorbhai and Co., and the Branch Post Office.

P. E. S. lets out on hire good Palanquin Shigrams, Phaetons, Carriages, Buggies, and Broughams, with either one horse or a pair. Charges moderate.

NEW ADVERTISEMENTS.

NEW FRENCH LOAN.

THE QUARTERLY COUPON, DUE on the 16th NOVEMBER in PARIS, is now PAYABLE at the Office of the COMPTOIR D'ESCOMPTE DE PARIS, at the exchange of fcs. 2-48 PER RUPEE.

14, Rampart Row, W., 26th October 1871.

NOTICE.—CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.—On and after 1st NOVEMBER NEXT, this AGENCY will RESUME PAYMENT of INTEREST on CURRENT DEPOSIT ACCOUNTS.

JAMES DOUGLAS, Agent.

Bombay, 9th October 1871.

NOTICE.—Consignees per s.s. STRATHCLYDE are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY at once of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 31st October 1871.

NOTICE.—Consignees of GOODS per BRITISH MONARCH, Rowe, Master, from London, are requested to SEND OFF BOATS for their CARGO without delay; otherwise the Goods will be landed by the Captain, as they come to hand, at the expense and risk of the concerned.

Captain Rowe will not be responsible for the condition of any package after it leaves the Ship's deck.

RITCHIE, STEUART, & Co., Agents.

Bombay, 30th October 1871.

CLARENDON FAMILY HOTEL.

The Proprietor of the CLARENDON FAMILY HOTEL begs to inform the Public that the said Hotel WILL BE CLOSED on the 30th November 1871. All Claims of whatsoever nature are to be sent in to the Undersigned within the said period, or the Proprietor will not recognize them if sent in after that date. It is also requested that all Outstandings due may be forwarded to him as soon as possible, or steps will be taken to recover the same.

COWASJEE NOWROJEE, Proprietor.

1st November 1871.

SUN FIRE OFFICE, LONDON.

ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

TO BE LET, OFFICES in Apollo Street, opposite the Secretariate (above Messrs. Thomson & Co., Asquith & Co., and Heeptoola Allibhoy & Co.). Rent from Rs. 150 to Rs. 350. Also a Ground Floor, next to Messrs. Asquith & Co., which is well adapted for a Show Room. For further information apply to

FRAMJEE COWASJEE MARKER.

Cumballa Hill, Bombay, October, 1871.

JOONAS TYEB,

CIVIL, MILITARY, AND NAVAL TAILOR, AND CLOTHIER, HABIT MAKER, HATTER, AND HOSIER, &c., &c., &c.,

BEGS to inform his Friends and the Public that he is now receiving and selling his Fresh Goods for the Season, giving value and satisfaction unprecedented in India.

In the following lists the first Cash Column shows the lowest net cash prices for the Cheapest Goods, and the second, the prices of named articles of the very best material and workmanship procurable; many at intermediate prices to be had at value unusually good:—

	Rs. a.		Rs. a.
Super Black Dress Coats	32 8	to	65 0
„ Frock „	32 8		65 0
„ Dress Vests	5 8		12 0
„ Doeskin Trousers	11 0		26 0
Fancy Coating Morning Coats	15 8		45 0
„ „ Vests	5 8		10 8
„ Doeskin Trousers, extra	10 8		23 0
Whipcord Riding Trousers, strongly recommended	16 0		18 0
Tweed and Melton Morning and Shooting Coats	22 0		40 0
„ „ Vests	5 0		9 8
„ Trousers	7 0		18 8
„ D. B. Sacs	13 0		32 0
Fancy Vests, in great variety	4 8		13 0
Best Washing Cochin Cloth, checked and striped.			4 0
Best American Drill Trousers			3 8
„ English „ „			5 0
„ Linen Drill „ „			7 0
„ Coloured Fancy „			10 0
Drill and Khakee Suits	8 0		23 0
Dress Dinner Jackets [best longcloth]	3 0		3 8
Ladies' Riding Habits	35 0		85 0

To Military and Naval Uniforms the best attention is given, they are well got up, and sold at equally moderate prices.

HAT DEPARTMENT

Is well stocked with superior Goods from the best Manufacturers purchased with ready cash on the most favourable terms, and being sold off at the lowest possible profits, comprising—

	Rs. a.		Rs. a.
Regulation Helmets and Chains			18 0
Ellwood and Christy's White Helmets	13 0	to	15 0
Ellwood's Hunting Hats			14 0
„ Solar Topies			14 0
„ Dress Hats (best silk)	10 0		12 0
Drab Shell Hats	4 0		6 0
Black and Drab Felt Hats	5 0		7 0
Paramatta Hats	4 0		6 0
Cork Hats	4 0		6 0
Tweed Hats	3 0		4 0
Blue and Coloured Balmoral Scotch Caps	2 8		4 0

Each of the above in all the prevailing and most fashionable Shapes.

HOSIERY.

J. TYEB gives special attention to this department in every detail, and defies competition for excellency of Goods at his selling rates; he has always a good selection to choose from, and would beg to call attention to his Comfortable, Absorbing, and Unshrinkable Oxford Cloth Shirts, correctly cut, and so substantially made as to be almost proof against the ravages of the dhobies. Made to order, each Rs. 5-6, or per dozen, Rs. 60.

	Rs. a.		Rs. a.
Silk and Wool Shirts, (each)	7 0	to	8 0
All-Wool (thoroughly shrunk), each	5 0		7 0
Dress Shirts	4 0		7 0
Plain Shirts, Good Longcloth	......		3 0
Print Shirts, Fancy Patterns	2 8		3 0
Merino Pants......Each, Rs. 4-6, or per dozen	48 0		
Lamb's Wool Pants, each	4 0		5 0
Merino Undershirts, per dozen	15 0		48 0
Merino Half Hose	12 0		15 0
Silk and Wool Undershirts	48 0		72 0
White Cotton Half Hose	4 0		9 0
Striped Cotton Half Hose	12 0		15 0
Brown Cotton Half Hose	7 0		9 0
Woollen Knickerboker Hose	36 0		48 0
Best Threefold Linen Collars, all Shapes	4 8		5 0

Hemmed and Dressed Handkerchiefs, Scarfs, Ties, Studs, Links, Braces, Belts, Clasps, Badges, Riding Gloves, &c., &c., at equally low rates.

TRUNK DEPARTMENT

Contains the cheapest and best assortment in Town, comprising—

Solid Leather.
Fancy Leather.
Air-tight Cases.
Coat and Uniform Cases.
Hat Cases.
Ladies' Overland.
Dress Boxes.
Courier Bags, Straps, &c.

By Best Makers, all sizes, conveniently and tastefully designed, and at very moderate prices.

FURNITURE.

A large assortment of English-made Easy Overland Chairs, of various shapes and prices, from Rs. 5 to Rs. 12; Beds, Bedding, Quilts, Rugs, Scotch and Clan Tartan Mauds, English and Broach Damask Table Covers and Napkins, Towels, Curtains, &c., &c.

Silk and Alpaca Umbrellas and Sunshades, Walking Sticks, Best Riding and Hunting Whips, Spurs, Saddles, Knee Caps, &c.

Also a variety of New and Second-hand Guns, Rifles, and Revolvers, of the best quality, are being daily sold at exceedingly low prices by

JOONAS TYEB,
11, HUMMUM STREET, FORT.

NOW READY.

THE INDIAN TRAVELLERS' GUIDE FOR NOVEMBER.

PRICE—EIGHT ANNAS.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by rail and otherwise, is a most effective medium for advertisements.

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Scale of Fares for Shigrams, Buggies, &c., in Bombay.
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May be had at the Bombay Railway Termini, and of the following

Agents:—

Bombay and Poona:—Messrs. Chesson and Woodhall.
Bombay:—Messrs. Thacker, Vining & Co.
Poona:—Messrs. Treacher & Co., and Messrs. D. S. Kemp & Co.
Alexandria:—Messrs. D. Robertson and Co.
London:—Mr. G. Street, 30 Cornhill.

B[illegible]

A COM[illegible] CISES and [illegible] on the afternoon [illegible] nasium, on the Esp[illegible] cessful Competitors.

ADMISS[illegible]

1st Class, Re. 1; [illegible]

Tickets can be had from the "DUF[illegible] Fort; NATIVE GENERAL LIBRARY[illegible], BOMBAY GYMNASIUM, Esplanade; and [illegible]TJEE FRAMJEE KHOREY'S DISPENSARY, Chun[illegible]ddy.

PESTONJEE DAJEE HOY,
Secretary, Bombay Gymnastic Institution.

INDO-BRITISH INSTITUTION.

A MUSICAL ENTERTAINMENT WILL TAKE PLACE IN THE BOYS' SCHOOL, On THURSDAY, 2nd Nov., 1871.

PROGRAMME.

PART I.

March	"The Slasher's"	Schmuck.
Glee	"Glorious Apollo"	Webbe.
Song	"The Blind Girl to her Harp"	Glover.
Song	"Rock'd in the Cradle of the Deep."	
Reading	"The Bridge of Sighs"	Hood.
Song	"Yes, let me like a Soldier fall."	Wallace.
Duett	"Home to our Mountains"	Verdi.
Song	"The Wishing Cup"	Wrighton.
Comic Song	"The Comet of the West"	

PART II.

Pianoforte Solo.	"On the March"	Mullen.
Song	"For love of thee"	Linley.
Duett	"The Flower Gatherers"	Glover.
Song	"Thou art so near, and yet so far"	Reichardt.
Reading	"Stiggins"	Dickens.
Song	"When the Swallows homeward fly"	Abt.
Glee	"Dame Durden"	
Comic Song	"The Irish Letter"	

GOD SAVE THE QUEEN.

Doors open at 8 p.m.; Entertainment to commence at 8-30 p.m. Carriages to be ordered at 10 p.m.

☞ No charge is made for admission to these Entertainments, but Boxes are placed at the Doors to receive Contributions in aid of the Institution, which at present is in serious need of support.

MESSRS. GUNPUTRAM JUMNADASS and NADILAL MUNSOOKHRAM are our AGENTS, and will transact business on our account here and elsewhere.

W. STRIP & Co.

Ahmedabad, 29th October 1871.

NOTICE.—The INTEREST and RESPONSIBILITY of the Estate of the late Mr. EDWARD TOUCHE, late Partner in this Firm, CEASED with his DEATH on the 11th of July last; but the NAME and STYLE of the FIRM will REMAIN THE SAME.

H. BOMANJEE, TOUCHE, & Co.

Bombay, 1st November 1871.

BOMBAY OMNIBUS COMPANY.

Khetwady Road, No. 141.

CARRIAGES of all description, with or without Horses; also SINGLE HORSES and PAIRS, may be HIRED at a MODERATE CHARGE. Agreement made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. BURDETT, Manager, or at No. 2, Ash Lane, Fort.

FOR CHARGES SEE CARD CIRCULARS.

FOR [illegible] MAIL PHÆTON and pair of young Australian HORSES.

NOTICES.

☞ BU[illegible]RA KHUBBER. ☜

DAVE CARSON [illegible]IB [illegible] PUCKA TUMASHA ANNA[illegible]HI.
BUS.—SALAAM!

NOTICE is hereby given, that the UNDERSIGNED will CONTINUE to CARRY on his TRADE in Bombay and elsewhere as hitherto, in the NAME of RUNSORDASS MEGHJEE.

શા૦ મેઘજી પરેમજી.
i. e. MEGHJEE PREMJEE.

NOTICE.—TENDERS are invited for the ERECTION of an IRON SCREW PILE BRIDGE over the GOOTOOR NULLAH, on the 28th mile north of Belgaum, on the Belgaum and Kolapoor Road.

2. A section of the Nullah at the proposed site, with a memorandum of information for persons proposing to tender, can be seen at the Office of the Executive Engineer, Bombay Defences.

3. No guarantee is given that the lowest or any tender will be accepted.

4. No tender received later than 1st December 1871 will be considered.

G. MEREWETHER, Captain, R.E.,
Acting Executive Engineer, Bombay Defences.

NOTICE!!!

IMPORTANT TO EUROPEANS AND THE GENERAL PUBLIC.

IMPORTANT TO MILL-OWNERS.

IMPORTANT TO SHIP-OWNERS AND SHIP-MASTERS.

PURE FRESH FLOUR,
GROUND IN BOMBAY
AT
THE EAST INDIAN MILLS,
58, FALKLAND ROAD.

BAPTY BROTHERS

Have the pleasure to inform the Public of Bombay, and Up-country Residents, that their new and commodious premises are now completed and fitted with Modern Machinery for the above purpose, and that they are prepared to execute Orders on a large scale, and on the following terms, viz:—

SUPERFINE WHITE FLOUR.

1 lb. and under 7 lbs., at 2½ Annas per lb.
7 lbs. and under 56 lbs., at 7 lbs. per Rupee.
56 lbs and upwards, at Rs. 14 per cwt.

Also a limited proportion of Second Sort Flour at half the above rates.

BRAN,
Eight Annas per Maund of 28 lbs.

FINE SHARPS,
One Rupee per Maund,

exclusive of packages. Bags may be obtained on the premises at cost price, and will be allowed for, if returned uninjured within a reasonable time.

Orders amounting to Seven Rupees and upwards will be delivered, free of charge, anywhere in Bombay.

Samples may be obtained gratis on the premises.

N.B.—In order that the Public may purchase with confidence, BAPTY BROTHERS beg to state that every article manufactured by them will be perfectly PURE and FRESH, which for Up-country Constituents will be packed in Tins, Bags, or otherwise as may be directed.

No pains or expense have been spared to make their premises as complete as possible, the very best grain procurable is purchased, regardless of price, and by their mode of manufacture the Flour retains all the chemical properties of the wheat, and is consequently Stronger, more Wholesome, than any that has hitherto been produced by Machinery in Bombay, and therefore better adapted as an article of food for both young and old; it also compares favourably with any other Flour imported here, being fresh and not impaired by a long sea voyage, and we trust it will commend itself to the General Public, from whom we beg to solicit support.

HORSE CORN will also be supplied in a short time when the Machinery is completed.

A BAKERY will also be attached to the premises, the dough being prepared by Machinery, when pure Bread and Biscuit will be supplied, of which due Notice will be given in the local papers.

TERMS—NETT CASH.

BAPTY BROTHERS.

Bombay, 27th Oct. 1871.

☞ UP-COUNTRY AGENTS WANTED.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,
19, MEADOW STREET AND RAMPART ROW,
FORT, BOMBAY.
(Next Door to Jaffer Sulliman's Bazaar.)

Every description of SADDLES, BRIDLES, HARNESS, and WHIPS, always on hand.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

RUSSELL AND CO.,

BOOT AND SHOE MAKERS,
EAST STREET, POONA,
AND
24, MEADOW STREET, BOMBAY.

PRICE LIST and DIRECTIONS for SELF-MEASUREMENT forwarded FREE on application.

RUSSELL AND CO.,

BOOT AND SHOE MAKERS,
NO. 24, MEADOW STREET, BOMBAY.

JUST received, via Overland, a large assortment of GOODS, manufactured expressly for them, comprising as follows:—

Ladies' Glove Kid Military Heel Boots.
„ „ „ and Patent Leather Boots.
„ „ Coloured French Cashmere ditto.
„ Black ditto ditto ditto.
„ „ Kid and Patent Leather Shoes, with Cromwel Rosette and Buckles, Walking Shoes.
Gentlemen's All Patent Leather Chelsea Boots.
„ Enamel Leather, Garibaldi Boots.
„ French Calf and Kid ditto.
„ Buckskin Boots.
„ Canvas Elastic Boots and Shoes.
„ Racquet Shoes, India rubber Soles.
Sundries.

Racqueting and Cricketting Kit, Gaiters, Silk Umbrellas, Hunting and Riding Whips, Regulation Steel, Brass, and Plated Spurs, &c., &c.

N.B.—All Orders from Outstations must be accompanied with remittance or reference for payment.

Directions for Self-measurement and Price List forwarded on application.

RUSSELL & Co.

NOTICES.

THIRTEEN YEARS' ESTABLISHMENT.

P. BYRAMJEE,

HOUSE AGENT,
RAMPART ROW,
ADJOINING THE POST OFFICE.

Please look for a LIST of BUNGALOWS, OFFICES, and RESIDENCES, in Monday's, Thursday's, and Saturday's BOMBAY GAZETTE and TIMES of INDIA.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

GRANT ROAD THEATRE.

THE AMATEURS WILL APPEAR, FOR THE FIRST TIME THIS SEASON, ON THURSDAY, 2nd NOVEMBER 1871.

THE PERFORMANCE (IN THE ENGLISH LANGUAGE AND WITH APPROPRIATE COSTUMES, SCENERY, &c.) WILL COMMENCE WITH THE VERY LAUGHABLE FARCE OF

FISH OUT OF WATER.

To Conclude with the Romantic Drama, by the author of "THE CHARCOAL BURNER," "LUCREZIA BORGIA," &c., &c., entitled,

THE ROBBER OF THE RHINE.

PRICES OF ADMISSION.

Dress Circle (reserved)	Rs. 4	Stalls	Rs. 2
„ „ (unreserved)	„ 3	Gallery	„ 1-8
Pit	Re. 1		

Tickets to be had at Messrs. SOUNDY & Co.'s, and at the Theatre on the Night of the Performance.

Doors open at 8-30 p.m.; performance to commence at 9 p.m. precisely.

A GOOD BAND WILL BE IN ATTENDANCE.

Carriages may be ordered at 12 o'clock.

VIVAT REGINA!

GOA LOAN.

THE GOVERNMENT of GOA will ISSUE in BOMBAY a LOAN of TEN LACS of RUPEES, in Bonds of Rs. 500 and Rs. 1,000 each. Bombay Currency, bearing Interest at the rate of SIX PER CENT. PER ANNUM, PAYABLE in BOMBAY HALF YEARLY.

The Loan has been sanctioned by the PORTUGUESE GOVERNMENT, and is secured by an *ad valorem* duty of three per cent. on the Goods Imported and Exported at Goa, and is redeemable in fifteen years from date of issue.

We have been appointed the AGENTS of the Goa Government by His Excellency COUNT DE SAN JANUARIO, Governor of Goa, and are prepared to receive Tenders for this Loan up till Noon on WEDNESDAY, the 15th November.

The issue for the present year will be restricted to Two Lacs of Rupees.

Applications for Bonds must be accompanied by a deposit of 2 per cent. upon the amount applied for.

W. NICOL & Co.,
Agents, Government of Goa.

Bombay, 26th October 1871.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

INDORE STATE RAILWAY.

TENDERS for the CONSTRUCTION of the WORKS on the proposed line of Railway between KHUNDWAH and INDORE, including the Bridge over the River Nerbudda, a distance of 85¾ miles, or thereabouts, are hereby invited.

Tenders may be submitted for the whole work, or for the work in any one division. The Government of India do not bind themselves to accept the lowest or any tender. English Materials, for the most part, and Sleepers will be supplied by Government to the Contractor. The work will be paid for on a Schedule of Rates. Copies of the specification of works, general terms of contract, bills of approximate quantities, together with plans and sections of the line, and drawings, showing the general character of the masonry structures, also details as far as they are known, of the floods in the Nerbudda and the nature of the foundations there, will be on view, on week days, at the Executive Engineer's Office at Khundwah, from MONDAY, the 6th of November, till SATURDAY, the 2nd of December 1871, both days inclusive, between the hours of 11 a.m. and 4 p.m.

Copies of the specification of works, general terms of contract, bills of approximate quantities, also forms of tender and schedules of rates to be filled in and signed by intending contractors, may be obtained during the term above-mentioned from Mr. HORACE BELL, Executive Engineer, Khundwah, on payment of a fee of (Rs. 30) Thirty Rupees as earnest money, which will not be returned.

Sealed tenders, marked outside "Tender for the Indore State Railway," must be forwarded to the Secretary to the Government of India, Public Works Department, Calcutta, so as to reach his Office not later than FRIDAY, the Eighth day of December 1871.

By Order,
CRAWFORD CAMPBELL,
Superintending Engineer, Indore State Railway.

Dated Mhow, Central India, the 20th October 1871.

NOTICE.—The Undersigned having obtained the EXCLUSIVE RIGHT of the SHAHABAD QUARRIES, they hereby give NOTICE that any encroachment on their Rights from the date of this Advertisement will be dealt with according to law.

DONOVAN and LOWE,
Contractors, Bombay and Poona.

Wednesday, 25th October 1871.

NOTICE is hereby given, that the ANNUAL AUCTION SALES of MYSORE SANDALWOOD will be HELD at the various Kothis on the dates below specified:—

Shimoga Kothi	13th November	1871.
Saugor „	27th „	„
Cowlidroog „	12th December	„
Feringapatam „	4th „	„
Hoonsoor „	18th „	„

The quantity exposed for Sale will be 2,000 candies (500 tons) more or less.

2. Copies of Revised Rules for Sandalwood Auction Sales can be obtained free, by application, to the Undersigned.

G. J. VanSOMEREN, Captain,
Conservator of Forests, Mysore and Coorg.

Bangalore, 6th October 1871.

NOTICE is hereby given, that Messrs. BENNETT & Co., Auctioneers, will, on FRIDAY, the 3rd day of November next, at 4 p.m., SELL, by PUBLIC AUCTION, on the premises, by order of the Mortgagee, Moolchund Vundrawan, and at the risk, and on account, of the Mortgagor, Chapajee Premajee, under and by virtue of the Power of Sale contained in an Indenture of Mortgage, dated 21st October 1869, and made between the said Chapajee Premajee of the one part, and the said Moolchund Vundrawan of the other part, the following IMMOVEABLE PROPERTY:—

All that piece or parcel of land or ground, with the upper-storied messuage, tenement, or dwelling-house, hereditaments, and premises thereon standing, built with chunam and stone walls, and covered with tiles, situate, lying, and being at Chapa Gully, or Khutterally First Lane, within the Island of Bombay, outside the Fort, within the Sub-district of Mandvee, and registered in the Books of the Collector of Bombay for Pension and Tax under No. 444, and assessed by the Assessor of Municipal Rate under No. 52, containing by admeasurement 92 4/9 square yards or thereabouts, and which said premises are bounded as follows, that is to say:—On the east by the house of Juggoo Withoba, on the west by the house of Hurrichund Raghoonath and a passage, on the north by the house of Chintoba Luxmonjee and Withulwady Street, and on the south by the said Khutterally First Lane or Chapa Gully, and which said premises were formerly in the occupation of Sudashive Dusrathjee and Nillajee Dusrathjee and are now in the occupation of the said Chapajee Premajee and his tenants.

For full particulars apply to the Undersigned, or to Messrs. BENNETT & Co.—Dated this 25th day of October 1871.

SHAPOORJEE & THAKURDAS,
Mortgagee's Attornies.

Messrs. SHEIKH EDDAH and COMPANY,

TENT MAKERS, FUTTEHGURH,

WHO most respectfully beg to inform the Public, that they manufacture, to order, TENTS of every size and description, of the best materials and handsome shape, with good workmanship, at very reasonable prices. Brass eyelets instead of leather ones are supplied to tents. Ventilators made in the under fly of large tents.

I—Double-poled Tents, of 4 cloths throughout, and 4 feet verandahs, complete with carpets, chicks, purdahs gunny-bags, pegs and mallets, as follows:—

No 1, 30 feet by 18 feet, 25 maunds	Rs. 775
No 2, 24 do by 14 do 18 „	610

II—Single-poled Tents, of 4 cloth throughout, and 4 feet verandahs, complete as above, *viz.*—

No 3, 20 feet square, 20 maunds	Rs. 610
No 4, 16 do do 16 „	460
No 5, 14 do do 14 „	420

III—Hill Tents, double fly and single kanats, of 4 cloths, complete as above, *viz.*—

No 6, 14 feet square, with 2 saibans, 3 cloths, 5½ feet high, 7 maunds in weight	Rs. 250
No 7, 12 feet square, 2 saibans, ditto 6 do	210

IV—Swiss Cottage Tents, double fly and circular saibans, the rear one being closed by 6 feet kanats to form a dressing-room, of 4 cloths throughout, complete as above, *viz*—

No 8, 14 feet square, 8 maunds	Rs. 350
„ 9, 12 do do 6 „	375

V—Swiss Cottage Tents, double fly and circular verandah and 3 feet saibans, the rear one being closed by 4 feet kanats to form a bath-room, 4 cloths throughout as above, *viz.*—

No 10, 12 feet square, 6 maunds	Rs. 220
„ 11, 10 do do 5 „	180
„ 12, 8 do do 2 „	150

VII—Sleeping Pals for Gentlemen, of 4 cloths, including chintz, and with 4 feet kanats, wooden poles, complete as above, *viz.*—

No 13, 10 feet square, 2 maunds	Rs. 80
„ 14, 8 do do 1 maund 25 seers	70

VIII—Bechoba Tents, of 4 cloths in fly and kanats, complete with durree, &c.—

No 15, 12 feet square, 4 maunds	Rs. 130

IX—Shahmeanahs, of 4 cloths in fly and kanats, 7 feet high with 5 feet curtains, hanging from above, of 3 cloths, complete with 8 wooden poles as above, *viz.*—

No 16, 24 feet square, 8 maunds	Rs. 390
„ 17, 18 do. do. 6 „	320

X—Sepoy Pals, of 3 cloths, with bamboo poles—

No 18, 16 feet by 15 feet, 1 maund	Rs. 55
„ 19, 14 do. by 13 do. servants' pals, do. 30 seers	45
„ 20, 12 do. by 10 do. 25 seers	40
„ 21, 10 do. by 8 do. 16 „	35

NECESSARY TENTS.

No 22, 5 feet square, 25 seers	Rs. 33
„ 23, 4 do. do.	25

XI—Single-poled Tents, of 4 cloths throughout, 4 feet 2 sides, and 2 feet 2 sides verandahs, complete with division curtain, carpets, chicks, purdahs, gunny bags, pegs, and mallets, as follows:—

No 24, 16 feet by 20 feet, 17 maunds	Rs. 520
„ 25, 18 do. by 14 do. 15 „	482
„ 26, Bath-room, 6 feet square with top for single-poled tent, without durries	40
„ 27, Zanana kanat, 3 cloths, 7 feet high, 72 feet long, in two pieces	72
„ 28, Shutrinjee, of best materials, per square yard 13 annas	13

Terms—Two-thirds the price of the Tent in advance, the remainder on delivery. Risk and cost of transport to be borne by purchasers, as also any charges for discounting their Cheques and Hoondies. Orders will not meet with prompt attention unless a remittance mentioned above be sent.

Letters and Remittance, &c., to be addressed to

SHEIKH EDDAH & Co.,
Tentmakers, Futtehgurh, N. W. P.

NOTICES.

NEW STOCK.

MESSRS. BADHAM and CO.

Beg to inform their Constituents that they have RECEIVED AN ENTIRELY NEW STOCK OF GOODS.

MESSRS. BADHAM and CO.,

BY APPOINTMENT

TO HIS EXCELLENCY THE VICEROY AND THE GOVERNOR GENERAL OF INDIA,

Will continue to SELL at the following LOW RATES.

		Rs. a.
HOSIERY	Fine Brown Cotton Half Hose, per doz	10 0
	Fine Mixed Colours	11 0
	Fine Fancy Stripes	14 0
	Fine Super Colours	16 0
HOSIERY	Fine Merino Half Hose, per doz	16 0
	Fine Super Merino	16 0
	Knickerbockers, Ribbed, per pair	4 0
HOSIERY	Fine Merino Under-vests, ½ dozen for	20 0
	Fine Super India Gauze	26 0
SHIRTS	Badham's Oxford Cloth, six for	36 0
	Badham's Silk and Wool, six for	50 0
	Badham's Pure All Wool, six for	48 0
	Badham's French Cambric, six for	27 8
	Badham's White Zephyr Shirts, six for	30 0
COLLARS	Shakespeare, per doz	6 8
	Dux, per doz	6 8
	West End, per doz	6 8
	Pall Mall, per doz.	6 8
SLEEPING SUITS	Badham's Oxford Cloth	11 0
	Badham's Pure All Wool	18 0
	Badham's Silk and Wool	18 0
	Badham's Spun Silk	22 0
OVERLAND SUITS	Badham's Blue Serge Suits	30 0
	Badham's Overland Suit	20 0
	Badham's Travelling Suit	20 0
HATS	Lincoln and Bennett's Black Velvet Hats.	14 0
	Lincoln and Bennett's Drab Shell	12 0
	Ellwood's Drab Shell	5 0
	Black Felt Isis	6 8
	Black Felt Worthing	6 8
	Black Felt Derby	6 8
	Black Felt Cantab	6 8
	Drab Felt Cantab	6 8
HELMETS	Regulation White Helmets, with brass Chin Straps	18 8
	White Helmets, for Civilians	16 8
	White Hunting Hats, Badham's	14 0
BRACES	Best Indiarubber	2 0
	Best Clarence	2
	Best Cantab	2 0
SCARFS	Duke of Edinburgh	2 12
	The Campbell Bow	1 8
	The Windsor's	2 8
	The Romal "Satin"	2 12
TIES	Black Eglinton	1 8
	Black Tom Thumb	1 8
	Coloured Eglinton	1 8
	Coloured Tom Thumb	1 4
	White Dress Ties	0 8
HANDKERCHIEFS	Fine White Cambric, Hemmed, per doz	5 0
	Fine White Cambric, Hemmed, Coloured Borders	5 0
	Fine Irish Cambric	10 0
HOUSEHOLD LINEN	Damask Linen Table Cloths, Damask Napkins, Sheeting (Double and Single).	
JEWELLERY	Gold Links, Solitaires, Shirt Studs, Pins, &c.	
TRUNKS, &c.	Overland Trunks, Portmanteaus, Courier Bags, Rugs, Straps, Bags, &c.	

BADHAM and CO.

A. ALLAN,

TAILOR AND HABIT MAKER,
STAFF, MILITARY, AND NAVAL UNIFORMS.

A. ALLAN has the pleasure to announce the fresh arrival of NEW STOCK, which has been selected from the best Manufacturers, and from the superior quality of texture and design, he begs to assert that they cannot be equalled at the price.

He respectfully INVITES his CONSTITUENTS, and the PUBLIC in general, to judge for themselves of the above facts:—

Superfine West of England Black and Blue Cloths.
Black, Blue, and Fancy Silk Mixed Coatings.
West of England Tweeds and Silk Mixed Trouserings.

UNIFORMS MADE ACCORDING TO THE NEWEST REGULATION.

Gold and Silver Ornaments, Staff Corps, and Infantry Belts, &c.

A JOB LOT OF SCOTCH TWEEDS, CLEARING OFF AT COST PRICE.

Fancy Tweed Coat, double Breasted Coat, and Trousers			Rs. 20
Fancy Tweed, superior quality	ditto	ditto	„ 26
Fancy Silk Mixed	ditto	ditto	„ 30
Coloured Cotton Washing Drills	ditto	ditto	„ 16

Fancy Highland Suits for Boys, Stuart Tartan.
Macduff, Macdonald, and the 42nd Tartan, from Rs. 35 to Rs. 45.
Wedding Orders promptly executed in first-class style.
Overland Outfits made up on the shortest Notice.
Regtl. Helmet Hats, English-made Shirts, Collar, and Hosiery of every description.
Solid Leather Trunks, Hat Boxes, Rail Rugs, Coupling Straps, and Tweed Caps.

Orders from Outstations promptly attended to.

A. ALLAN,
17, APOLLO STREET.

G. NICOLL & CO.,

BOOT AND SHOE MAKERS,
30, MEADOW STREET,
BOMBAY,
AND
EAST STREET,
POONA.

HAVE just received an entire NEW STOCK of LADIES', GENTLEMEN'S and CHILDREN'S BOOTS and SHOES, a few of which we enumerate below:—

LADIES'

French and English Kid Bootees.
Ditto ditto ditto Boots.
Cashmere Boots, in Black, Brown, and Drab, to fasten over instep with Elastic Bands, with and without Heels.
Glove Kid and Cashmere House Boots.
White Kid and Jean Boots, with and without Heels.
Glazed Kid Shoes, with Heels and Rozetts.

A SPLENDID ASSORTMENT OF ROZETTS.

GENTLEMEN'S

Enamelled Napoleon and Brown Hide Boots.
Calf Threequarters or Butcher Boots.
Glove Kid Elastic-side Boots, Dress.
Ditto ditto ditto with Patent Golosh, Dress.
All Patent ditto ditto Dress.
All Calfskin ditto ditto Parade.
Kid Top Calf Golosh ditto Walking.
Calf Croquet Boots, Elastic-sides Double Soles.
Calf Shooting Boots to Lace, and with Hook Fastenings.
Brown Hide ditto ditto ditto
Brown Calf Elastic-side Boots, Walking.
Canvas ditto ditto ditto
Buckskin ditto ditto ditto
Glove Kid, Patent Calf, Calfskin, Brown Calf, and Canvas Shoes, with Elastic-sides and to Lace.

A LARGE ASSORTMENT OF SLIPPERS.

Gaiters, in Brown Hide and Waterproof Canvas, with Button and Loop Fastenings

BOYS' BOOTS.

In Calfskin and Enamelled Leather.
Children's Boots and Shoes, in great variety.

NOTICES.

ORIGINAL WATER COLOUR DRAWINGS,

BY LOUIS FRANK,
FRAMED IN RICH GOLD FRAMES.

Subject.	Size.	Price. Rs.
Sulphur Springs (Nynetal)	2·10 by 2·3	45
View of Chini (Himalayas)	2·10 by 2·3	45
Hill Village (near Mussoorie)	2·9 by 2·3	45
Above the Bund, Poona	2·9 by 2·3	45
Wanga Valley (Himalayas)	2·9 by 2·3	45
Dhobies' Glen, Mahabuleshwur	2·7 by 2·3	40
Cascade, Sewspore	2·7 by 2·3	40
Road to Govt. House, Mahabuleshwur	2·7 by 2·3	40
Sewapore, near Poona	2·7 by 2·3	40
Source of the Krishna	2·6 by 2·2	40
Ancient Hindoo Temple, (Mahabuleshwur.)		
View on the Krishna above Wye	2·6 by 2·2	40
Mahabuleshwur Morning	2·7 by 2·3	40
Do. Evening	2·7 by 2·3	40
Tiger Path, Mahabuleshwur	2·6 by 2·2	40
Wastdale Head, Cumberland	2·0 by 1·6	25
Thirlmere Do.	2·0 by 1·6	25
After a Storm (a Wreck)	2·3 by 1·6	25
Near Marathon, Greece	2·3 by 1·6	25
A View in the Tyrol	2·3 by 1·6	25
Oghee Outposts, Punjab	2·3 by 1·6	25
On the Indus above Sukkur	2·3 by 1·6	25

The measurements are given in feet and inches, thus—2 feet 10 inches by 2 feet 3 inches.

SOUNDY and CO.,
BOMBAY.

GUNS ON COMMISSION SALE.

MATCH RIFLE, by "Alex. Henry," sighted to 1,500 yards, pistol grip, fitted in Oak case, complete	Rs. 350
DOUBLE BARREL BREECH-LOADER PIN FIRE RIFLE, by "Whistler," 12 bore, barrels 26 inches long, pistol grip, complete in strong Mahogany case, with implements	275
DOUBLE BARREL BREECH-LOADING PIN FIRE GUN, 12 bore, by "Bristow," fitted complete in leather case, with implements	220
DOUBLE BARREL BREECH-LOADING PIN FIRE GUN, 12 bore, by "George Gi[illegible]ns," fitted in leather case complete, with implements	220
DOUBLE BARREL BREECH-LOADING PIN FIRE GUN, 12 bore, by "Adams," in leather case, without implements	175
SINGLE BARREL PIN FIRE BREECH-LOADING GUN, 12 bore, by "Woodward," *quite new*, in leather case, with implements complete; this is a high-class Gun	140
SINGLE BARREL BREECH-LOADING PIN FIRE GUN, Snap Action, 12 bore, in leather case	60

SOUNDY and CO.,
BOMBAY.

THE LATE CHIEF JUSTICE NORMAN.

A SPEAKING LIKENESS of the late JUSTICE NORMAN taken from Life by Messrs. Bourne & Shepherd.

Carte de Visite size......Rs. 1.

SOUNDY and CO.,
BOMBAY.

THE ASSASSIN ABDOOLAH.

CARTES DE VISITE of this VILLAIN, photographed by Messrs. BOURNE and SHEPHERD, Rs. 1. Free by Post. A few large size Portraits, Rs. 2.

SOUNDY and CO.,
BOMBAY.

TO the USERS of PLATTS' MACARTHY GINS.—The Undersigned are prepared to execute Orders for "COTTON'S PATENT DOUBLE-ACTING BLADES" for the above Gins. Price, Rs. 10 each, including Royalty.

GREAVES, COTTON, & Co.

Hummum Street, Bombay.

FOR SALE, SUNDRY PROPERTIES IN BOMBAY, SHOLAPORE, POONA, PAUNCHGUNNY, KURRACHEE. If desired, a portion of the Purchase Money may remain on Mortgage for a time at a moderate rate of Interest, or arrangements can be made for payment by as many as ten annual instalments.

For further particulars, apply to the LAND MORTGAGE BANK OF INDIA, Limited.

WEIR'S SEWING MACHINES,

JUST LANDED.

WEIR'S SEWING MACHINES	Rs. 32 complete.
MAHOGANY CABINETS	8
WALNUT „	10
PACKING CASE, EXTRA	1

Sole Agents—Messrs. WHEATLEY & Co., Bombay.

G'S LINIMENT,

FOR THE SPEEDY CURE OF
MANGE AND OTHER SKIN DISEASES
IN HORSES, DOGS, AND CATTLE GENERALLY.

It will in a few applications cure the most inveterate Mange, and at the same time restore the hair to its natural state.

Per Bottle, Rs. 2.

TESTIMONIALS.

Owing to the great expense of advertising we are compelled to insert only those most recently received. They were entirely unsolicited.

Thanks to two bottles of G.'s Liniment, I have just succeeded in curing two Greyhounds afflicted with Mange. The poor animals had been suffering for more than a year; they are now both quite well. I can strongly recommend this Ointment to the different Shikaries of this country.

(Sd). W. H. de M.

I used the bottle of G.'s Liniment on three cases of Malabar Itch with great success.

(Writer, a well-known Bombay Physician.)

I have just succeeded, with a bottle of G.'s Liniment, in curing a dog of chronic Mange. For the past eighteen months all endeavours to get the hair to grow, or the animal to look respectable, have been fruitless.

It is indeed a great boon to people having dogs or horses in this country.

(Writer a well-known Government Electrician.)

Will you give bearer another bottle of G.'s Liniment. The first has done my dog a great deal of service, and I hope to cure it of one of the worst cases of Red Mange I have seen.

(Writer, a gentlemen high in position in the B. B. & C. I. Railway.)

I have tried G.'s Liniment, and it has effected a wonderful cure on a dog of mine. He was covered with spots, and constantly breaking out in small sores, from the effect, I believe, of his blood being poisoned from the bite of a panther. He is now quite well. I cannot too strongly recommend the Ointment.

(Writer, a Lieut.-Colonel in Staff Corps, and a well-known Shikarry.)

Sole Preparers on behalf of the Proprietor,

D. S. KEMP and Co.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Terms of Advertising may be learned on application to the Manager "Bombay Gazette" Press.

"Bombay Gazette" Press, 1871.

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON.

Market dull and quiet. Government Paper active.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—31st October, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 31st October, 11-42 A.M., Greenwich time. Time in transit, 2 hours 28 minutes.

Via Turkey, 30th October, 10-15 A.M., Greenwich time. Time in transit, 12 hours 24 minutes.

Via Red Sea, 31st October, 12-20 P.M., Greenwich time. Time in transit, 1 hour 40 minutes.

Latest dates from Continent of Europe.

Via Russia, 30th October, 8-20 P.M., Greenwich time. Time in transit, 2 hours 58 minutes.

Via Turkey, 30th October, 9-35 P.M., Greenwich time. Time in transit, 53 minutes.

Via Red Sea, 30th October, 10 P.M., Greenwich time. Time in transit, 9 hours 40 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 30th to 9 P.M. of the 31st October is as follows:—

To Bombay.	Max.	Min.
From Calcutta	4 11	0 8
„ Galle	7 9	3 19
„ Kurrachee	0 39	0 1
„ Madras	2 17	0 37

TELEGRAPH LINE REPORTS.

Kurrachee, 31st Oct., 9 P.M.—Latest dates from United Kingdom, via Russia, 31st Oct, 11 A.M.; via Turkey, 30th Oct., 3-30 P.M. From Continent of Europe, via Russia, 30th Oct., 8-30 P.M.; via Turkey, 30th Oct, 10-30 P.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

SHIPPING.

DAILY FREIGHT REPORT—30th October.

London	Cotton	£2 15s. Nom.
	Cases	£2 15s.
	Seeds	£2 7s. 6d. to £2 10s.
Liverpool	Iron Ships Cotton	£2 7s. 6d.
	Wooden Ships „	£2 7s. 0d.
	Myrabolms & Coir bdls	£1 10s. 0d.
	Seeds	£2 0s. 0d. to £2 2s. 6d.
Havre	Cotton Coffee	No ship.
Overland...Steamers		£2 17s. 6d. to £3 0s. 0d.
Liverpool via Suez Canal		£2 17s. 6d. to £3 2s. 6d.
China	Steamer Cotton	Rs. 8 to 9 per bale.
	„ Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 6 per bale
Calcutta ...Salt		Rs. 3 0 0 to 4 0 0 per on
Calcutta to Bombay		Rs. 19 and Calcutta Port charges
Mauritius		8 annas to 10 p. bag nominal.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
30	Euphrates (s)	Hutcheson	Coast and Kurrachee.
	Sir J. R. Carnac (s)	Raffin	Coast and Goa.

The ship Victoria Cross, to Liverpool, began to load yesterday.

STEAMER REPORTS.

Galle, 31st Oct., 12-51 P.M.—Mail steamer Baroda from Calcutta arrived.

WEATHER REPORTS.

Carwar, 31st Oct, 9-45 A.M.—Weather clear, wind light, thermometer 76, barometer 29·98.

Cannanore, 31st Oct, 10 A.M.—Weather clear, wind south-west moderate, thermometer 78, barometer 30·020.

Mangalore, 31st Oct, 11-10 A.M.—Weather cloudy, thermometer 84.

Tuticorin, 31st Oct., 11 A.M.—Weather fine, wind easterly, thermometer 86, barometer 29·925.

Vingorla, 31st Oct, 9 A.M.—Weather clear, wind south-west, thermometer 78.

DAILY IMPORTS.—30th October.

From Liverpool.

European (s), 25 cases yellow metal braziers, S Jadhowjee.

Bivouac (s), 2 casks iron padlocks, 1 keg brass padlocks, 1 case knives, A Burjorjee & Co.

From London.

Yeddo (s), 5 bales paper, N F Dhoondy.

Roodee, 70 casks beer, Alsen, Riebe & Co; 100 cases yellow metal sheathing, D Sassoon & Co; 88 barrels colouring powder, H B Jeejeebhoy; 17 cases oilmanstores, 1 case earthenware, and 1 case soap, R Cowasjee & Co; 12 cases paper, A H Lookmanjee; 38 casks porter, W Watson & Co.

From Genoa.

India (s), 42 casks sulphur (rough), Aldridge & Co.

31st October.

From London.

Roodee, 20 cases coloured muslin glass, A Jewakhan; 13 cases oilmanstores; 2 cases cheese, 2 cases bath bricks, 2 cases iron bedsteads, and 1 cask blacking, C Jevajee & Co; 26 bales paper, C E Noor Mahomed; 83 cases stout, S Rustomjee Sookia; 4 packages earthenware, S Veera.

European (s), 24 casks hardware, A K Hybutbhoy.

Yeddo, 15 cases blacking powder, A Lalmia.

Orlando, s, 4 cases barley, M Couverjee & Co; 21 bales paper, H J Mahomed & Co.

Bivouac, s, 10 cases tobacco, S Cassumjee.

From Trieste.

Sphinx, s, 49 bales printing paper, E Taaks.

DAILY EXPORTS.—30th October.

For Liverpool.

Eastern Belle, 250 bales cotton, C S Nandershaw; 500 bales cotton, W Nicol & Co; 40 bales cotton, V Ebram & Co.

Alonzo (s), 1,500 bundles galls, S Vagjee; 101 bales wool, D Bhagobhoy; 5 bales cotton, D Hormusjee; 63 bales cotton, D Merwanjee; 104 bales cotton, V Govindjee; 51 bales cotton, T Roychund.

Gunga (s), 18 bales hides and skins, Henry Rogers; 50 bales wool, D Gopejee; 118 bags saltpetre, C Jaitta; 20 bales skins, H E Jetaker.

India (s), 1,500 bundles galls, S Vagjee; 50 bales cotton, N Khuttow; 330 coils coir rope, 100 robbins copra, 128 bundles galls, and 49 bales wool, S Mooljee; 57 bales cotton, R Bapoobhoy; 75 bales wool, M Jetha; 200 bales cotton, L Narranjee; 22 bags safflower, D Merwanjee & Co; 32 bales cotton, C Cullianjee.

Surat (s), 200 bales cotton, D Sassoon & Co.

Pericles, 50 bales wool, M Dhurumsey & Co.

Sumatra (s), 68 bales cotton, C Nensey.

For London.

Sumatra (s), 31 bundles hides, S S Mohamed; 36 pieces E teeth, C Pursotum.

Surat (s), 44 bundles hides, C Nanjee.

For Marseilles.

India (s), 10 bales wool, M Easram.

For Genoa.

India (s), 10 bales wool, M Easram.

For Malta.

Sumatra (s), 19 cases wax, R B Hobbs.

For Odessa.

Sumatra (s), 200 bales cotton, H B Touche & Co.

Surat (s), 200 bales cotton, Volkart Brothers; 44 bales cotton, H B Touche & Co.

For Trieste.

Sphinx (s), 2 bags corriander seed, A C Gumpert & Co.

For Hongkong.

Orissa (s), 4 cases chocolate, A C Gumpert & Co; 11 bales waste cotton, and 50 packages red raisen, E Nusserwanjee.

31st October.

For Liverpool.

Pericles, 50 bales cotton, N Goverdhundass; 50 bales cotton, C Chapsee; 20 bales wool, M Dhurumsee & Co; 52 bales old gunny rags, D Wookarda.

Eastern Belle, 52 bales cotton, Adams and Kennedy; 235 bales cotton, G Samjee; 63 cwts horns, S S Mahomed; 8,000 bundles coir yarn, M Mowjee.

Alonzo, s, 60 bales wool, G Somjee; 1 bale cotton, S Roychund; 55 bales cotton, A Heerjee; 41 bales cotton, P Nensey; 97 bales cotton, M Jamsetjee; 800 packages wet dates, E Moonsee; 44 bags linseed and 30 bags mustard seed, Alsen, Riebe & Co; 15 bales hides, A Habibbhoy.

India, s, 15 bales hides, A Habibbhoy; 70 bales old gunny rags, T Cullianjee; 7,500 coir yarn, S Vagjee; 51 bales hides, C Dattoo; 57 bales cotton, M Goculdass.

Sumatra, s, 60 bales wool, P Purboodass; 50 bales wool, V Vussunjee.

For London.

Sumatra, s, 14 cases mother-o'-pearl shells, N Gangjee; 50 pieces E teeth, C Alloobhoy; 13 cases cardamoms, 1 case safflower, 44 bales senna, and 16 bales skins, W Nicol & Co; 95 pieces E teeth, J Peerbhoy.

Surat, s, 20 bales hides, P Asser; 67 packages hides, O Tejonee; 3 bales hides, M Jewan; 3 bales hides, G H Bazan.

For Hongkong.

Orissa, s, 25 packages sharkfins, H Lalljee.

MILITARY.

ARRIVALS.—October 31.

Vaughan, Major, Staff Corps, on leave, from Kolapore.

King, Ensign, 58th Foot, on medical certificate, from Sealkote.

Macpherson, Lieutenant-Colonel, Bengal Staff Corps, on medical certificate, from Umballa.

Corban, Brigade Major, 49th Foot, from leave, from Matheran.

England, Captain, 10th Bengal Lancers, on medical certificate, from Sealkote.

DEPARTURES.—October 31.

Scott, Lieutenant, 37th Native Infantry, to rejoin, to Calcutta.

Newman, Lieutenant, Royal Artillery, to join, to Secundrabad.

Crawley, Captain, Inspector of Musketry, on leave, to Mhow.

Chapple, Surgeon, Royal Artillery, to rejoin, to Kirkee.

Black, Lieutenant, 11th Hussars, to join, to Muttra.

Couchman, Colonel, Madras Staff Corps, to join, to Saugor.

Sparks, Captain, Bengal Staff Corps, on duty, to Punjab.

Foster, Colonel, 9th Regiment, on duty, to Lucknow.

PRESIDENCY PAY-OFFICE NOTICE.

Bombay, 31st October 1871.

It is hereby notified that pay and allowances in arrears for Oct. 1871 will be issued to the troops, &c., on the undermentioned days, from 10 A.M. till 3 P.M. except on Saturdays, when payments will be closed at 1 P.M., and no moneys will be received after that hour, and that all abstracts should be sent to the Pay Office for examination two clear days before payment:—

On Wednesday and Thursday, the 1st and 2nd, General and Garrison Staff.

On Friday, the 3rd, Officers on duty at the Presidency.

On Monday, the 6th, H. M.'s 19th Regiment N. I.

On Wednesday, the 8th, H. M.'s 21st Regiment N. I. or M. B.

On Friday, the 10th, Gun Carriage Department.

On Wednesday, the 15th, Colaba Sanitarium.

On Monday, the 2 th, Ordnance Department.

On Tuesday, the 21st, Roman Catholic Orphanage.

On Friday, the 24th, Byculla Schools.

Latest dates from America.

Via Russia, 30th October, 12-29 A.M., Greenwich time. Time in transit 9 hours 47 minutes.

THE BOMBAY GAZETTE.

REDUCTION IN THE TERMS OF SUBSCRIPTION.

The Government of India having announced that the Inland Postage on Newspapers will be reduced by one-half from the 1st October next, the *Bombay Gazette* will, from that date, be sent POST FREE to all Up-country Subscribers, who will thus be put on an equal footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale:—

	Uniform New Scale.	Old Scale. Town.	Old Scale. Country.
One Year, *in advance*	Rs. 42	Rs. 52	Rs. 72
Half Year „	„ 24	„ 28	„ 38
Three Months „	„ 14	„ 16	„ 21
One Month „	„ 5	„ 6	„ 7-12

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in Town, or posted free to any address Up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

THE BOMBAY GAZETTE OVERLAND SUMMARY.

Arrangement have been made for altering the size of this paper to that of the *Pall Mall Budget*, on the arrival of Paper which has been ordered from home.

Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*, specially-written Money and Commercial Market and Freight Reports, Leading Articles on the principal topics of discussion in India, and all the Local and General Intelligence of the Week. The edition for Indian Subscribers also contains the Telegrams received from Europe during the Week. Annual Subscription, POST FREE, to any part of India, Rs. 12.

Bombay Gazette Office, September 1, 1871.

THE BOMBAY PRICE CURRENT

Published WEEKLY, on the Departure of the Overland Mail for Europe.

Per Annum ....Rs. 10 0 0
Per Copy 0 4 0

Printed and Published at the Office of the *Bombay Gazette*.

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BYCULLA SCHOOL—OLD ADELPHI HOTEL.

Master—Mr. McDonald, } With three Assistants.
Mistress—Mrs. McDonald, }
Music Master—Herr Schmuck.
Drawing Mistress—Miss Collett.

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The teaching in both these Schools is up to the Matriculation Standard of the Bombay University.

Fees:—First and Second Classes	Rs. 5 per Month.
Third Class	7½ „
Fourth and Fifth Classes	10 „
Music	10 „
Drawing	2 „

BOARDERS.

Mr. and Mrs. McDonald have ample accommodation for the reception of Boarders at the Byculla School-house.

A Class for Apprentices meets every evening from 5 to 7 o'clock, in the Fort High School. Master, Mr. F. Macafee. Fee, Rs. 2 per month.

D. C. BOYD, } Honorary Secretaries.
J. PATON, }

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is one rupee, and the announcement must be authenticated.]

BOMBAY.

DEATH.

KIERNANDER—October 30th, at Asseerghur, the wife of William Coleridge Kiernander, Garrison Surgeon.

OTHER PRESIDENCIES.

BIRTHS.

BURBIDGE—October 25th, at Cawnpore, the wife of Mr. J. G. Burbidge, Station Master, E. I. Railway, Cawnpore, of a daughter.

ELTON—October 27th, at Lucknow, the wife of Lieutenant-Colonel R. W. Elton, Bengal Infantry, of a daughter.

MARRIAGE.

STEWART—VANSITTART—October 24th, at Christ Church, Mussoorie, by the Rev. W. Spencer, Captain John Mackie Stewart, 21st Regiment P. N. I., to Florence Mary, youngest daughter of Henry Vansittart, B.C.S.

DEATH.

FUCHS—October 24th, at Lucknow, John Augustus, son of the Rev. J. Fuchs, C.M.S., of typhoid fever, aged 21 years and 8 months.

The *Bombay Gazette* is now sent POST FREE to Subscribers in any part of India.

Subscription for One Year from November 1, 1871 .. ..Rs. 44
Subscription for One Year from January 1, 1872 .. ..Rs. 42

Bombay Gazette Office, 2nd October 1871.

NOTICE.

All Cheques, Money Orders, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

WEDNESDAY, NOVEMBER 1, 1871.

One of the Justices who signed the requisition for a special meeting of the Bench to consider the Police question sends us an indignant protest against the suggestion that that meeting need not now be held. Certainly, the Government has not yet placed on record its formal disavowal of Mr. Crawford's conduct: the respectful memorial of the Bench, showing how the Police might be paid for the rest of the year at no great cost to the State, remains quite unnoticed; and we have no guarantee that next week the Chairman of the Bench, or the Clerk of the Peace, may not receive instructions to pay the Police for the month of October out of the Municipal Fund. But, if the meeting is to be held, its scope ought now to be greatly enlarged. It is very desirable that the Justices should meet as speedily as possibly to discuss the present position of affairs and settle a course of action. They ought to declare publicly that they must not be held responsible for whatever may be done with regard to Municipal matters during the interregnum which the Government has chosen to create. It is quite clear that the law has once more been set aside by the Bombay Government in allowing Mr. Crawford to go away on sick leave without the sanction of the Bench. The fact that the Commissioner was a member of the Civil Service could not avail to exempt him from the duty of obeying the regulations of the Municipal Act. By section 18 of Act II. of 1865 it is provided that "it shall be lawful for the Justices, "at a special general meeting, to grant such "leave of absence to any officer appointed under "this Act as shall to them seem proper," and that, "in any case in which leave of absence "shall be granted to the Municipal Commis"sioner, the sanction of the Governor in Council "shall be requisite, and the Governor in Council "shall make fit arrangements for the duty of "such officer." The Commissioner was bound, therefore, to apply to the Bench in the first instance for permission to go away; and, if the case was so emergent that there was no time to call a special general meeting before his departure, notice should have been sent to the Chairman of the Justices so that the leave which could not have been refused might have been formally granted this week, and sent up for the sanction of the Governor in Council. But forms of law seem to be of no consequence in this Presidency. The authority of the Justices has been once more set aside, and the Bombay Government has taken upon itself to "grant" leave which, properly speaking, it had only power to "sanction": and up to this moment the Bench knows nothing, except from what individual Justices may have read in the newspapers, of the vacancy that exists in the office of Municipal Commissioner. The Government having thus taken upon itself the responsibility, in the present critical state of affairs, of letting the Municipal Commissioner leave Bombay, no blame can fairly attach to the Justices for whatever may be the consequences of th[illegible] intervention. The payment of the Police out of the Municipal Fund, without the consent of the Bench, was a matter of the greatest moment a week ago, but it becomes of comparatively small importance now that the Government seems to have arbitrarily taken the whole control of the Municipality into its own hands; and, if the Justices hold a special meeting now, they should do so for the purpose of strictly defining their whole position with regard to Government and the ratepayers, and stating, in language of unmistakeable plainness, their view of the situation in which the Municipality has been placed.

The ravages of cholera in Constan[illegible] frightful though they have been, are now [illegible]tunately reported as abating. That the me[illegible]polis of the Sublime Porte is beautiful, f[illegible] distance, is no less true than that it is ill-d[illegible] and in every way unsanitary when visited [illegible] it seems almost useless to expect imp[illegible] notwithstanding the fearful lessons [illegible] been taught by the periodical visit[illegible] cholera in its worst form. In 1865 there was a terrible outbreak, and on the 4th of August as many as two thousand persons are said to have fallen victims to "the pestilence that walketh "by noonday," aye, and by night and by dawn. Perhaps it is because cholera is almost an acknowledged co-resident with us in India that, though on every hand evidence is continually forthcoming of the value of *preventive* measures, so little notice has been taken of their worth, and so small an amount of individual exertion is exhibited to ensure the benefit of *personal* sanitary arrangements. Our Sanitary Commissioners are alive to the importance of action, and do to some extent act *after* an epidemic appears, or threatens to assume more than ordinary importance; but the information afforded by recent home papers proves that the Privy Council are determined to do right at last and to act efficiently before any such dire reality is called into existence.

The account furnished by the *Pall Mall Gazette* of the medical man who rushed off to the *Times* office, and obtained insertion of a letter reporting his attendance upon what he pleased to imagine a case of Asiatic cholera, must have alarmed London most unjustifiably; but it is very satisfactory to learn from the same source, that "in the course of the day an Inspector of "the Medical Department of the Privy Council "investigated the matter, and discovered that "the case was merely a severe attack of what is "known as English cholera. The Department "have since issued a circular, pointing out a "series of precautions against a *possible attack* "of the epidemic." The italics point a moral, and we should be pleased to see more positive measures adopted by our Government against possible attacks of this disease in India. It would be far more productive of permanent good than visiting different stations after the disease has subsided, and writing voluminous reports upon past evils. The many years of experience we have had in India show that we hold but a very poor position as physicians in the successful treatment of this disease when once present; but our position as sanitarians is strong enough, and our efforts to prevent its appearance, or to lessen its virulence, though not by curative steps, are certain of success, and may be confidently relied upon. It is a striking fact that almost all fatal and important diseases are more or less preventible. Mr. Simon, the medical adviser of H. M.'s Privy Council, places an immense responsibility on Government, when he says in his last address that, even in England and Wales alone, 120,000 deaths annually occur which *could have been prevented*; and he adds to this startling statement the very rational deduction that, if such a mortality is unnecessary, a very much larger proportion of suffering must be owing "to the want there is of a reasonably "good application of our existing knowledge of "the chief causes of local disease."

We have been able to combat in this country dysentery and small-pox, and it only requires a fuller realization of the personal and communal advantages of sanitary and hygienic *precautions* to ensure, in a very short period of time, some control over the appearance of these and similar diseases in the first instance. In all these matters, it is the poorest, and the most helpless, class that suffer most, and they naturally look to the Legislature for assistance. Mr. Simon says, "human life is physically "degraded and squandered," the multitude are the victims, and by their miseries and deaths they seriously affect those above them in the social scale. It is only on this ground that we object to the term "recommendations" as employed by the Privy Council. That body should issue *laws*, but we fear that until the time arrives for considering human life and suffering as superior to ballot, army purchase, or licensing legislation, or until subjects of this nature are formed unto one grand organization under the presidency of a "*Minister of Health*" of equal powers and position to those of Home, Colonial, or War interests, but little may be anticipated towards the reduction of mortality or the amelioration of so much preventible physical misery.

One of the most important points dwelt upon in the last Memorandum of the Privy Council is that "Cholera has a peculiar effectiveness of "its own, which, where local conditions *assist*, can "operate with terrible force." It is precisely these local conditions that come under the power of good sanitary regulations. Notwithstanding the many discussions, Mr. Simon believes that "the contamination of drinking "water by the poison in the discharges is "the most important local condition." In 1864 Drs. Snow and Lankester, on a committee of investigation, distinctly proved that the "Broad Street Pump" was the focus from which cholera spread, not only in the neighbourhood, but to a distance, where the water had been taken into use. In 1866, Professor Parkes traced the connection between the appearance of the disease at Southampton and the use of water from a tank on a certain vessel. In last year's report on British Burmah by Dr. Cowie, the peculiar habits of the Mughs, avoiding as they do religiously the pollution of drinking water, saved them for a lengthened time from any ill effects of the epidemic, although living in its midst and associated with the Chittagong coolies under similar circumstances. How was this? We read, "These sanitary people never wash "clothes or bathe in the tanks, and until their "supplies were contaminated by others they were "free from cholera."

We may be told that all this is known. If so, and action does not result from knowledge, it is simply futile. This is only one of many personal precautions known to the people, and yet it in common with the others is ignored. The majority of our fellow-residents know nothing whatever of the purity or non-purity of their drinking water supply. We find our rivers still contaminated with filth and sewage, our wells uncovered, and surrounded by ground daily saturated with effete matter, the majority of houses are without proper means for the storage or purification of water, and the very mass of our population, whose miseries so immediately affect ourselves, are daily drinking water and breathing air impure, and, in some cases, even poisonous.

Do our local authorities act with vigilance and conscientious regard for duty? We can get the essentials of healthy life,—pure air and sound water. We can impress upon others the fact that all kinds of filth refuse and decaying substances generate sickness; that overgrowding assists the development of, while personal and relative cleanliness tends to mitigate, disease; and, by resolving to remove the one and to encourage the other, by protesting against a continued disregard of sanitary laws, and urging for their more general adoption, we can do much towards proving that there exists much needless human suffering, and allaying if not even effectually preventing it.

The last state of the Bombay Municipality would be likely to be worse than the first, if the way in which the *Times of India* speaks of the proposal to obtain a thoroughly good census of the city next February were a sure indication of the spirit animating the ratepayers. Dr. Lumsdaine suggests that Bombay should add Rs. 12,000 to an equal sum given by the State in order to "supplement the general information [illegible]

[illegible] The [illegible]aim its economical [illegible]oney for such a [illegible] statistics revealing [illegible]

[illegible] W. W. Hunter is very unwell, [illegible] he may go home almost immediately.

A meeting of the Bombay Persian Relief Fund Committee will be held in the Durbar Room, Town Hall, at 5 o'clock this afternoon.

Orders have been given for the immediate release of Mr. Charles Davis, the band-master, who for six months has been detained at Jheend.

Mr. Forsyth, now on his way out, is appointed to the Commissionership of Umbala. Mr. McNabb is to take that of Delhi, as Major Tighe is very unwell, and has to go home at once on medical certificate.

Cabul letters to 19th October report that the King of Bokhara had returned to his capital from Sha[illegible] Subz. A Russian force is said to be marching on Khokand. Sirdar Abdul Rahman Khan had arrived at Bokhara from Samarcand.

The whole expenditure incurred in connection with the coal-boring operations in the Chanda district up to end of 1870-71 has been as follows:—1868-69, Rs. 6,719-3-8; 1869-70, Rs. 41,517-8-5; 1870-71, Rs. 48,818-14-8—total, Rs. 97,055-10-9.

His Honor the Lieutenant-Governor of the Punjab, and Staff, leave Simla to-day. He would have left earlier, but was detained by a Legislative Council which is set for yesterday. His Honor, we notice, has determined to stay six weeks, or even two months, in Lahore on his arval there.

Some time ago we noticed the surrender of the Mahomed Kheyl Waziris, and the arrest of the ringleaders concerned in the raid last year. The culprits, we read, have been sentenced to comparatively light sentence of imprisonment for from three to five years in the Lahore jail. A fine of Rs. 7,000 has been imposed on the tribe, who have been sent back to their old lands, where they are quietly settling.

The *Pioneer* had, what it now itself calls, "a decidedly sensational paragraph" in its issue of the 23rd about a native having been found in a carriage of the mail train, on its arrival at Futtehpore, with his throat cut. The following is the pedigree of the story. The guard (apparently the original culprit) hoaxed the driver with it. The driver [illegible] reported it to the Locomotive Superintendent, who reported it to the Assistant Inspector-General of Railway Police, who, on investigation, found there was nothing to be investigated.

MILITARY ITEMS.

It is considered likely that General Fraser Tytler, C.B., will be appointed to the command of the Sirhind Division.

Sir Frederick Haines is expected at Bangalore shortly to look at the 16th Lancers prior to their marching for Secunderabad. The regiment, we read, has taken kindly to outpost duties under the auspices of Major Wilkinson, the commanding officer, and both officers and men like their new work immensely.

The result of the examination of the new barracks at Allahabad is that more than half of them must really be uncovered and their roofs reconstructed. The necessity was not, we are told, equally urgent in the case of all the condemned roofs, but absolute and permanent security could not be ensured by any more partial measure.

A Murree correspondent of our Lahore contemporary reports that on his final inspection of the Invalid Battalion the General inspecting declined to accept the gratulatory report of the commanding officer, and administered a stern rebuke to a number of non-commissioned officers and men whose conduct is still under investigation, and, if all accounts be true, is not calculated to add lustre to the private character of the British soldier.

The 3rd Bengal Cavalry were at Mean Meer on the 26th ult., *en route* for the Delhi Camp of Exercise. The following are the officers with the corps:—Major B. W. Ryall, commanding; Major Packe, second in command; Captain Cracroft, Lieutenant Morris, Lieutenant Elliott, and Surgeon Major Brown. The regiment was to halt on the 29th and 30th at Umritsur, and 5th and 6th inst. at Jullundher, and 10th at Loodianah.

THE GOVERNMENT AND THE MUNICIPALITY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I think there is every reason for convening the Special General Meeting of the Bench to consider the question of the payment of the Police in opposition to our resolution. The absence of the Commissioner will make no difference. What is chiefly wanted is that the Bench shall assert the principle that the Municipal Fund is "under the direction, management, and control of the Justices," and, if Government has any explanation to offer about the order to pay the Police, it can be then considered. It is quite impossible to go on with two masters of, and one contributor to, any money bag. A meeting *before* the Dewallee holidays is desirable to prevent the pay of the Police for October being made from the Municipal Fund. Yours, &c.

ONE OF THE REQUISITIONISTS.

Bombay, October 31.

H. C. TO THE RESCUE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I have read a letter with a most curious title in yesterday's *Times of India*, signed "H. C." The writer affects to be shocked by the expression "diarrhœa of quotations," which I employed in my former letter to you, and which he is pleased to call hideous and filthy. If he will consult any one of his friends of ordinary intelligence, he will learn that the word signifies *a flowing through* or *rush*. His own imagination must have supplied the filthy and hideous association. "H. C.," by the way, is afflicted by the same *rush* of stupid quotations, descended to him, probably, with the mantle of "Progress."

I don't at all understand what "H. C." means by styling me a tyro in English. I think, for an Englishman, I have a very fair knowledge of the language. I suppose the words were thrown in haphazard, in the hope that, like mud, they would stick somewhere.

"H. C." is quite abroad as to my identity. I am quite sure he does not know me (he has found a mare's nest, to use his own words,) consequently, all the concluding portion of his letter must be regarded as mere sound and fury, (*rabies*,) signifying nothing. He has missed his only point—he might have twitted me, with some emphasis, had he discovered my mistake, for misquoting in writing "knowledge" for "learning," but, I presume, his too keen sense of delicacy was so terribly outraged, that all his other senses were affected by temporary paralysis.

31st October. TRAVELLER.

[illegible]ber.

[illegible] have [illegible] the Judicial [illegible] has been gazetted [illegible]eaten by the Sappho and International Yacht Race.

LONDON, 30th Oct., Aft.

[illegible]iverpool Cotton Market to-day has been [illegible]dy. Surats quiet.

Fair Dhollera, 7⅛d.

The Bombay mail of the 7th instant was delivered in London on the 28th idem.

The sum of £238,000 was this day paid into the Bank of England.

B. B. & C. I. RAILWAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Referring to an article which appeared in the "Local" of yesterday's *Times*, suggesting that the present fast train should stop at the *Churnee* station, I doubt not that the suggestion is a wise one, as it will work on both ends—being useful and cheap to the passengers, and a paying one to the Company. It would, however, be most desirable that the train should start a little earlier from Andaree, and, taking Churnee passengers, should arrive at Church Gate at least ten or twelve minutes before 10 o'clock A.M. The present time is unsuitable to the majority of passengers, as they cannot be in their offices at 10 precisely.

A PERIODICAL PASSENGER.

A NATIVE'S LAMENT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

My deer Mister Editoor,—I wante to bring before you, Mister Editoor, misstake which lerned and unlerned native dooing. Misstake as it has folloes. They saying that Crafurd sahib (Mooncipel Comisner) when got anything not to say on his persoonal behaf and when (as Inglismen say) under cunfution vurse cunfoundaid and for sake off other things he fly away to Ingland. But foollis piple not know he die here if he go not soon and got change. Also thorowgh unlerned native I and wrote these accelant spiciman of Inglish and yet not never knone I intartane avery raspect for upsaid genteleeman. Nao, ah, oh, you piple Bombuy remambur him and cry like misstaked fulls that all yew piple like loonatic piple hanoyed Crafurd Sahib off noothing. Latter rite this I to clere the dout of piple th[illegible] fly away and obgect of my in write this latter to [illegible] on poeblic that he only go for sake off [illegible].

Nao, what Banch Joostise do, madded like loonatics or what, I liking to see—and what Governman do allso. May my Crafurd Sahib return Bombay soon, and may I hoop that his too year foorlo looke to I like too swift day. Fuly I [illegible] you publis this in your Gazett,

31st. JANGLA.

PARIS AFTER DEFEAT AND REBELLION.

(FROM A CORRESPONDENT.)

We had determined to go on to Paris spite of a singular chorus of croaking when we told our intention. "Only morbid-minded people would think of going," said one. "Disease is horribly prevalent from the hastily-buried dead." "Our people there are annoyed by *gobemouches*, and your visit will be the reverse of pleasant." "If you are really serious, don't go to the big hotels; they have been perfect lazarettos, and are full of infection." We went, and, as usual, the result falsified the predictions, and it may be added, for the comfort of those who intend to take Paris on their way home from India, that the death-rate of Paris is rather below the average before the war, and that the air blows free, fresh, and pure around the lime and earth mounds which cover the sacred dead.

We stayed at a small hotel,—that was however from dislike to a big caravanserai,—but from our host, and from every Frenchman of whom we made enquiry, and we made many, we received the most polite and the greatest possible attention.

The journey from Havre to Paris told almost nothing of the "ruthless hand of war." Plunderers may here and there have been at work amongst those little villages now so bright and clean in the sunny light, but there is no spectacle of unroofed houses, of hedgerows broken down, or of the tearing up of ground by the tramp of men, guns, and horses; the fields certainly have the look as if the harvest had been a spare one, as was the case in many parts of the south of England, but by no means as if the usual work of the farmer had been interfered with; indeed, the many vegetable gardens which abound all the way to Paris are in a thoroughly thriving state; most of them are of considerable size, surrounded by good brick walls, and none bear any marks of damage.

A very lively debate sprang up on the journey between two Frenchmen, the talk got very warm, gesticulation and violence of accent increased, till at last, as if by common consent, a lull took place. The matter of the talk was a *mélange* of religion, science, and the art of government, discussed in a manner so unpractical and abstract that no wonder they disagreed; the lull was soon broken into by a sarcastic bark from one to which the other retorted, and the volcanic pair continued with increasing ferocity till one got out at Meulan with a parting screech of wrathful adjectives.

I could not help contrasting the scene with a little incident of which I was an accidental spectator as I strolled one leisure hour into one of our Courts of Justice. A suit for damages, resulting from some street accident, was being heard with a 'bus driver in the witness box. Counsel to the Witness—"Where did this happen?" "At Charing Cross."

"Will you swear it was not in the Haymarket?"

"Yes, it was at Charin' Cross."

"Well, Charing Cross is a wide word, it might have been near the Haymarket. Where was it?"

"It was in Charin' Cross, near the Column."

"Ah, yes! between Charing Cross and the Haymarket?"

"No, between the Column and Pall Mall."

"Now, will you swear it was not near the bottom of the Haymarket?"

"Well, look you, Sir, I'll *accommodate* you!"

At this, up looked the Judge who had been getting sleepy, and looked in a dreamily suspicious manner at the witness. Up fired the counsel. "What do you mean, Sir?"

"Well, Sir, I can't say fairer, I'll *accommodate* you."

"I want the facts, Sir, and, let me tell you, you had better tell them plainly. Now, did this occur in Charing Cross or at the bottom of the Haymarket?"

"Well, Sir, *I've only been there once to-day*, but if *you* find when you goes there next that Charin' Cross is moved to the bottom of the Haymarket, and the Haymarket is got to Charin' Cross, I'll say it was the Haymarket. I'll *accommodate* you so far."

This amiably phlegmatic spirit of compromise in the Britisher is an example which may somewhat help to explain why our political system is, notwithstanding all its faults, a fairly good working one, and how perhaps no such system could work with our French friends, whose excitability, and apparent inability to see two sides to a question, have narrowed political life to a death struggle of opinion.

The view of Paris, approaching it by the broken bridge of Asnieres, is scarcely what I had pictured to myself. I had fancied houses destroyed, whole streets of ruined walls, and roofless houses. The reality is two broken bridges; plenty of shot and shell marks on a few houses; others quite near spared in a wonderful way; a corrugated iron engine shed pierced like a colander; a tall chimney, *one* out of *seven* near, with the factory to which it belonged in utter ruins. This was a factory of photographic chemicals, and the nature of the work may account for a great deal of the damage, seeing that a pretty little house quite near is untouched by either shot or shell. Two houses near this, to which new roofs have been put, appear to have been much hurt, and this is all that is to be seen of damage in a plain extending some miles, the scene of one of the hottest struggles with the Commune, and entirely commanded by the guns of Mont Valerien. Nothing, however, can be more deplorable than the sight of the ruin effected by the Communists in their last mad deed of despair. The Hôtel de Ville, the Rue Royale, the Tuileries, and a large mass of buildings in the Rue Rivoli, are the worst to look at. The only consolation in the spectacle is that so little life was lost by these fires.

To me the print shop windows were always a great attraction, and, judging from the prints now exhibited, the feelings of the French are still a long way from that point where the voice of historic truth can be heard with effect. A favourite print in the shops represents a beautiful woman bound to a cross, her full eyes stream with tears as she looks upward, her hair in glorious profusion is the sport of the wind: "France the Christ of Nations!" Is it not affecting? Another two, also much exhibited, are of a purer character. One bears the simple date "1870," and represents a young couple and their two children strolling in a park gathering flowers; the companion has the date "1871,"—this time a widow and two mourning children plant flowers on a mound marked with a cross, a lowering sky is in the back-ground.

But perhaps the most popular are a pair which bear the title of "Alsace." The first represents a woman standing firmly with open eyes, looking to [illegible] a file of Prussian soldiers. Her back is placed to the wall [illegible] apparently, for in the companion [illegible] man with arm in sling, led by an [illegible]looking woman, who points to a house [illegible] the one in the first. At the bottom of this [illegible] are her words: "See, they are shooting our Mother." At the bottom of the first print stand the words: "Le Courage et la Force."

It is but little to the point to prove that the German irruption and occupation has been, so far as scenes like these go, one of the least brutal of such evils. The French believe just the reverse; and their belief, the offspring of wounded pride and the desire for revenge, will embitter any future conflict beyond the power of even considering such a trifle as the mere historical accuracy of such and such an event.

With all this, too, the Parisian has his burlesque vein. In one or two windows you may see a sketch of a portly *bourgeois*, who wipes his tearful eyes as he looks at a piece of Gruyere cheese exposed for sale, exclaiming: "Oh! these cruel reminiscences. It reminds me of my greatest privation during the siege;"—or he touches with light crayon on what seems dangerous ground in a sketch showing sundry burly, and by no means good-looking, Prussian soldiers handing up buckets from a well, while a very pretty peasant girl leaning against a post looks out of the picture at the reader, pointing with the thumb over her shoulder at the soldiers, saying, "I make these *canaille* draw my water."

But the people are still gay. There is singing of patriotic songs, as well as others which do no one good either to hear or to sing, every evening at the well-lit enclosures in the Champs Elysées; the salt of the political satire is not wanting, too, in these effusions, and the Parisian enjoys a good rap at the powers-that-be, for he feels very sore that the beloved city is still in a state of siege, and as it were a mere suburb of Versailles.

The Races, though not so well attended, they told us, this year, were so crowded that on Sunday it was hard work to get either there or back again, and, though the carriages are less numerous, the "emigrants" are fast returning, and the Boulevards are still full enough to make crossing the street a work of intricate manœuvring.

Curious to look at the outside of the city, as well as the inside, we took train on Monday for Versailles by the Right Bank. I was again agreeably surprised at how little destruction was apparent. The Bois de Boulogne is still to an observer from the railway as well wooded as ever. If the reader have a good map of Paris, let him look at this railway, and he will see that it was the one most used in the last great sortie against Montretout, a fort originally made by the French, taken by the Germans, and re-taken for a short time in this affair. Looking to our right front, we see Nanterre, and further, though hidden, is Rueil. Ducrot, who led the right advance here, was about three hours late, and was hotly peppered by the Fourth German Brigade on the opposite side of the Seine from les Carriers de St. Denis and Chatou. The first is a small village near the latter, and not to be mistaken for the large town of St. Denis; both Chatou and les Carrieres are just opposite Rueil and Nanterre. Poor Ducrot made but little headway during twelve hours' fighting, though I believe some of his force got as far as Longboyau, but he was beaten back, and the result was failure of the left attack on Montretout. As we pass hurriedly along by rail there is not time enough to appreciate the effect of this tremendous sortie. The trees are felled here and there in long lines as if to open up the fire of guns; garden walls are crenelated, but apparently not much battered by artillery.

Looking across to St. Cloud and Meudon, after passing a cutting, one sees there as well as on the Bois de Boulogne, and indeed all round, the pretty little chateaux still nestling cosily in the wooded slopes. The hand of the spoiler has no doubt been at work in them, but outwardly few look at all the worse.

The town of St. Cloud, however, appears to have borne the brunt of the fight, which was mainly one of artillery. Every house but eight is hit, and most of them are now but tottering walls; yet, singular to say, the church, the most conspicuous object of all, is untouched. The Palace is an utter ruin, but the fine trees of the Park are but little hurt save where here and there a line has been cut through them and the trunks thrown across the great walks.

The fair of St. Cloud is going on, and we pass through a dense crowd of soldiers, workmen, and girls, enjoying its mysterious gaiety. The amusements bear a strong family likeness all the world over; there is the same giddy delight of the "merry-go-round" here that one sees even in Bombay; the same pop-gun shooting; the same tight-rope business and conjuring; and there is not wanting the fierce excitement of a *roulette* wheel at which, for the modest sum of 25 centimes, you may win a soup bason, a set of child's fire-irons, a speaking doll, or an incomprehensible bundle of sweets, to say nothing of a score of other trifles equally useful or pleasant.

At Versailles we found the trial of the Communist prisoners such dreary long-whilish sort of work that we agreed to go out in the grounds, which I may add bear no marks of "barbarous" occupancy. Here some 26,000 Communist prisoners are encamped, and between that line of dirty huts and this piece of dirty water, in which some are flinging themselves in a sort of devil-may-care way, but well guarded by soldiers, they lead a sort of dog-and-kennel life; their appearance, though unkempt, is much the same as that of an equal number of other Frenchmen; at any rate, no marks of dreadful crime are to be seen in their faces.

On Wednesday we determined to visit the heights above Clamart and Chatillon, so, taking the outside of the omnibus, we drove between the forts of Vanves and Montrouge to Chatillon through ground which appears to have been often fought for by both sides, though the bullet marks and other signs are as if the struggle had never been very fierce. Walls are not broken down by artillery, but appear as if crenelated by both parties for musketry fire as the fortune of war gave them to one or the other. Indeed, judging from these signs the skirmishers of both sides must have been often within a hundred yards of each other. The village of Chatillon appears as if it had been taken in one rush, as I believe it was. Marks of musket bullets are very numerous down the principal street which is on the side of the hill looking over Paris, and there is but little sign of struggle on the side streets.

We mounted a hill which was the scene of the first efforts of the Parisians as the Germans made their flank march to Versailles in front of them, and here they yielded ground of immense advantage. This hill rises from the lower ground about Villejuif, near Bagneux, and just above Clamart makes a plateau of some thousand yards long by about four hundred wide; to the west the slope towards Viroflay and Versailles is gentle, increasing in abruptness as we look south-east to Villejuif, and becoming quite steep and rugged towards forts Issy, Vanves, and Paris. One can get some idea of the value of such a position by comparing it with the place where the flag staff stands, on Cumballa Hill. The gilt dome of the Invalides is about as far from one as St. Thomas' Cathedral is from the other, and on the plain below, and apparently close under, lie the forts of Issy and Vanves, so much knocked about that one wonders how any human beings could have remained there. Indeed, the Germans say they constantly silenced them, but apparently in the night the adventurous defenders would return and fire a shot or two occasionally but never with any continuous or deadly effect. Indeed, it almost seems as if, had the Germans been so minded, they could here have carried their approaches to the walls of Paris and taken the town by assault; but the manner of taking Paris, though not so exciting an event as this would have shown on the historic page, was a much more workmanlike proceeding, and showed a better knowledge of the forces at work on both sides, hunger and time the most considerable of them.

As one stands on the hill above Clamart and looks over the beautiful city which stands out with almost metallic brilliancy on this clear sunny day, a feeling of profound surprise is uppermost that, about twelve months ago, the French failed to defend this important position. I had read, I remember, at the time that the works yielded were mere unfinished redoubts of comparatively little value. I find a large work evidently fully finished. There are two rubble work ammunition houses covered with three feet of earth still, and having well-dressed stone doorways. The work may not have been armed with guns, but we know the German heavy guns had not arrived at this time (Sept. 22), and it certainly ought to have been held at any cost.

A line drawn from the salient angle to the gorge is about two hundred paces, and the two flanking angles are about three hundred yards apart, so that a good number of defenders could have helped to secure it even if assisted only by field pieces. The flanks seem secure; it was apparently carried by a front rush; the defence could have been but feeble, for a garden wall about two hundred yards from the gorge was not crenelated, and there are but few marks of bullets on it, as if the fighting had been feebly sustained.

From two works on the brow of this hill, and just in the rear of this French work, the German batteries bombarded Paris from Point du Jour to the Pantheon. This was, however, merely as a warning, for the damage done was trifling. The firing was at considerable intervals.

The fact of the bombardment is however duly brought to the notice of all and sundry whom chance or curiosity may lead to the spot by a large board on which it is duly recorded in letters of the largest size placed on the top of a Cabaret which the shells of Valerien have almost destroyed, but which still drives a good trade in *petit bleu* amongst the soldiers and workmen hard at work levelling the various redoubts around.

We walked down through Clamart, which apparently had seen but little fighting. On the houses are still to be seen the names of the different regiments of the invading army which successively occupied them. From this place we marched to Meudon along a capital paved road bordered by plane trees, one or two of which had been knocked over, and a few more bore marks of heavy shot. Along this line, however, there were but few evidences of smart skirmishing, musket bullet marks being visible only in few places. Taking the train to Sevres we walked again through the Park of St. Cloud to Point du Jour, from thence, feeling tired, by cab to our hotel after a hard but very interesting day's work.

Being still curious to see the scene of another fight more honourable to the French arms, we took train next day to La Varenne. The fighting along the streets in the part of Paris through which our route lay was more severe than in any place I had yet seen. Many houses appear quite honeycombed with musket bullets, and the Column of July is pierced with holes of large size, I fancy from shots fired quite wantonly, as the marks extend to the capital. The railway station was severely contended for both inside and out.

Our purpose was to visit Champigny, Brie, Noisy; to have a look at Mont Avron and the scene of the first great sortie, November 30, with the ground partly covered by the second great attempt, December 21st. The object of the first was to break the iron girdle somewhere between Choisy le Roi and Brie, and so hold out a hand to the Army of the Loire approaching Fontainebleau; the second attempt was to detain the Germans, so as to enable Faidherbe to make head against Manteuffel on the north. We all know how unsuccessful these attempts were, but a cursory glance around is sufficient to show that the fighting was more severe between Brie and Champigny than any about the hill of Chatillon. Those large mounds of honourable dead tell their own tale. The village of Brie is in ruins; it was a charming little spot, devoted apparently to water parties from Paris, but the walls covered with marks of musket balls now speak of deadly work. The ground rises gently from the bend of the Marne, near Nogent, till at Brie the road overlooks the river, running close to it, by a sharp rise of about fifty feet. The hillock still rises till it overlooks the little town, and a gentle undulating country is dotted with the villages of Noisy to the left front, Villiers in front and Champigny to the right. It seems the *beau ideal* of a battle field with but few obstructions to movement of any kind. Every one admits that the French fought well and gained decisive advantages on the first day by taking Brie and Champigny. The reason why on the later days the attack failed is scarcely now understood, but no doubt was greatly attributable to the want of cohesion and working together of the enormous mass whose front had made headway without being properly supported. The result was a stiff fight for these two posts, and on their loss a hurried retreat of the whole mass under the cover of the guns of Forts Nogent and La Faisanderie. It will be long before the marks of the struggle in the villages, and houses round, and the mounds of dead, cease to tell the tale of the first great sortie.

The sortie against Le Bourget was still more honourable for the troops engaged, and, though ultimately unsuccessful, it is admitted that at first the German first line was driven back, and that on the German left the French took and held strong ground at Maison Blanche and Ville Evrart, just under the guns of Mont Avron, and compelling the German line to describe a complete semi-circle opposite that formidable obstruction. The same reasons which operated in defeating the first sortie caused the failure of the second. The posts gained were lost next day, but this was not followed by a precipitate retreat; indeed, the French stubbornly held a deal of the advance till a concentrated fire made Mont Avron untenable. Why the advance was not pushed home to complete success in this direction, and so cut across the chief line of supply of the besiegers, or why at least some of the heights which threatened Mont Avron were not searched to discover those batteries covered by a belt of trees which afterwards told with such effect, must remain a mystery for some time.

The country here is a gently undulating plain, extending from the high ground east of St. Denis to the forest of Bondy, which divides the two points of attack. Le Bourget on the Lille road lies to the left front of a spectator at Bobigny where the French left rested; Avron, with Evrart and Maison Blanche, is on the extreme right, distance from the two extreme points about seven miles; Le Bourget distant about three miles from the French left, and Ville Evrart about the same distance from their right. But, though the distance along the German front was about seven miles as the crow flies, yet the curves which the ground compelled them to make and the irruption of the French on their left made the distance to be traversed from their position on the Marne at Gournay to Le Bourget not less than eleven miles. The French main body was massed between Bobigny and Rosny, on about four miles of front; they had succeeded in their feint at Bourget and in the main attack on their right: they held the chord of the arc, and their opponents were widely extended. It is evident the chiefs of the movement had managed the attack well and in good form. It is to be feared the cause of the ultimate failure must be sought in the inferior officers or in the soldiers, and not in any wonderful strategy of the Germans, who, indeed, had a task of no ordinary difficulty. We had a careful look at the ground from the French position only however; this, while it materially helped me to understand the various Correspondents' letters, and to see almost actually the progress of the battle, left the question, "Why was this attack not a successful one?" not at all satisfactorily explained. It must also be borne in mind that the way to the points attacked and carried was for other portions of the German Army not immediately concerned in their defence by roads which describe large circles around the bend of the Seine at Champigny and around the formidable outwork of St. Denis, and that the sortie was assisted by feints in two other directions.

BOMBAY.

Pilgrimage of the Chief of Dhrole.—We learn that the Chief of Dhrole, in Kattywar, intends shortly to proceed on a pilgrimage to Benares.

Municipal Fines.—Last week forty rupees were recovered on account of the Municipal fines inflicted by the Magistrate at the Girgaum Police Court.

Kattywar.—A correspondent informs us that Colonel Anderson, Political Agent at Kattywar, proceed on a circuit on or about the 10th of this month.

Sir M. R. Westropp.—We learn that it is the intention of our Chief Justice, Sir M. R. Westropp, to proceed to England on leave for six months at the end of the year.

The Session Judge of Surat.—Mr. Newnham, District Judge of Surat, who had been to Broach for the purpose of holding the quarterly Criminal Sessions there, returned to Surat last week.

The Licence Fee.—We understand that the liquor shop keepers of Bombay intend to present a petition to H. E. the Governor against the order recently issued by the Commissioner of Police to raise the licence fee.

Suicide at Surat.—The other day a man of the Dhed caste, residing at Surat, cut his throat with a razor, while in a state of temporary insanity. He was removed to the Civil Hospital at Surat, where he died two days afterwards.

Assault.—The Magistrate at the Girgaum Police Court yesterday fined a Hindoo named Raghoo Rama fifteen rupees, with the alternative of fourteen days' imprisonment, for committing an assault against the person of Bhagirthi, woman.

The "Indian Travellers' Guide" for November will be published at this office to-day. A table has been added to the Guide giving the approximate fares to England and important places in India, as well as the time occupied by the journey to those places.

Suspected Theft.—At the Girgaum Police Court yesterday, before Mr. Cooper, one Shaik Mahomed Goolab was charged with having in his possession two articles of wearing apparel, &c., suspected of being stolen or fraudulently obtained, and was, on conviction, sentenced to a month's imprisonment.

Rumoured Important Case.—We learn that the Hon. Mr. White, Advocate General, who is expected to arrive here in the course of this month, has been specially retained by Messrs. Macfarlane and Skipsey in a case of considerable importance to the Khoja community.

House-breaking and Theft.—The further hearing of the case against Shaik Ahmed Mahomed Syed, who was charged with house-breaking by night and theft of gold and silver ornaments, of the aggregate value of Rs. 1,212, the property of one Futteh Mahomed Husson, fixed for yesterday, has been adjourned for a week.

The Recent Fatal Collision in the Harbour.—The Marine Court was to have given judgment yesterday in reference to the collision between the steamer Satara and a bugalow on the 13th ult., but the Senior Magistrate being otherwise engaged, an adjournment was unavoidably necessary, and judgment will not therefore be given till 11 o'clock to-morrow.

The Charge of Forgery against two European Loafers.—William Lewis and James Brown, two European loafers, were again brought up on remand yes-

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terday, and charged before Mr. Cooper with having drawn false cheques on the Bombay Bank. A number of witnesses were examined, and the magistrate again adjourned the case for further enquiry.

A MARWARY ROGUE.—On Monday a Marwary appeared before Mr. Nana Morojee and applied for a summons against a native on a charge of assault. The magistrate refused the application. Shortly afterwards the man appeared before the Senior Magistrate and made a similar application. A police havildar who was in Court at the time informed the magistrate that his application was refused by Mr. Nana Morojee. Mr. Connon warned the Marwary not to play such tricks with the magistrates, and fined him five rupees.

A ROW ON THE ALFRED ROAD.—In the Fort Police Court yesterday, before Mr. Nana Morojee, Aaron Benjamin and four others were charged with disorderly behaviour on a public thoroughfare. The magistrate convicted certain of the prisoners, and sentenced them to a fortnight's rigorous imprisonment, and bound them over to keep the peace. In the course of the afternoon, Mr. Vishnoo Ghunnesham, pleader, appeared before the magistrate on behalf of the prisoners, and asked the punishment to be mitigated to a fine, but the magistrate refused the application.

RUMOURS never cease to fly about. Here is a recent one of some interest in these days. Sir Henry Lacon Anderson has, as many of our readers are probably aware, been lately mentioned as the next Governor of Bombay after the retirement of His Excellency Sir Seymour Fitzgerald, which is expected to take place very soon. Well, we have now a pendent added to this. It is said that Mr. Forjett, our well-known quondam Commissioner of Police, is coming back to Bombay in company with Sir Henry. How far one can believe this, we will not take upon ourselves to say. We may say this, however, that Mr. Forjett's arrival in Bombay, should it occur, might prove of great use to us. It is said he is coming out to take part in the Municipal controversy. We expect his assistance will be of some value in other matters connected with the Municipality than the Police Department; and in that his opinion would certainly be of very great weight. Some reductions, as we noted at the time, have already been ordered by Government in the police of the city; whether any others are practicable, and where, is a question on which Mr. Forjett will certainly be able to give us at once very useful and independent evidence.—*Indu Prakash.*

CRICKET.

A CRICKET MATCH was played yesterday between the "Telegraphers" and the "Medicoes," and the latter came off triumphantly. The one cricketer among the former who played well was the smallest man of the lot. The fielding on the side of the "Medicoes" was not so good as could have been wished. With a few months' practice the "Telegraphers" may hope to compete successfully with the rivals who foiled them on this occasion.

SHIPPING ITEMS.

THE S. S. EUPHRATES, Captain C. C. D. Hutcheson, sailed yesterday for the Coast and Kurrachee with a general cargo and the following passengers:—For Veravul—Mr. Melvill, Mr. Robb, and forty-eight deck passengers.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.		NOVEMBER.	LOW WATER.	
Time.	Height.		Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
1 30 m	5 8	Wednesday... 1	7 28 m	2 11
1 2 a	3 8		7 22 a	6 2
2 5 m	5 1	Thursday ... 2	8 3 m	2 2
1 36 a	2 10		7 56 a	5 4
2 45 m	4 4	Friday ... 3	8 44 m	1 6
2 11 a	2 0		8 33 a	4 5
3 33 m	3 6	Saturday... 4	9 32 m	0 10
2 50 a	1 2		9 14 a	3 6
4 57 m	2 10	Sunday ... 5	10 32 m	0 7
3 46 a	0 9		10 12 a	2 9
5 31 m	2 8	Monday ... 6	11 55 m	0 9
5 23 a	0 8		11 34 a	2 7
6 50 m	2 11	Tuesday... 7	1 16 a	1 7
7 5 a	1 4		......	......

Moon—Last Quarter, Nov. 5th, 5h. 45m. p.m.

THE WEATHER AND THE CROPS.

SHOLAPORE COLLECTORATE.

From the weather report of the Sholapore collectorate, for the fortnight ending 15th October, we see that the rubbee crops were calculated to be equal to three annas. Further sowing was impeded for want of moisture. The present state of crops was good. Cholera and fever prevailed in almost all the talookas of the collectorate.

NEWS LETTER.

KURRACHEE.

(FROM OUR OWN CORRESPONDENT.)

25TH OCTOBER.

LAST Thursday was the first day of our sky meeting for this year. The course as usual on such occasions was crowded with spectators from all quarters of the town and camp; and the grand stand also exhibited a goodly gathering of the *élite* of Kurrachee society. At a little after four o'clock three ponies put in an appearance on the course to compete for the first heat of the "Pony Stakes" viz:—Mr. Cresswell's (66th Regt.) Punch, The Bedouin's Bayard, and Mahomed's Maharaj. The first named pony started with the lead and maintained it for a short distance, when he was overtaken by Bayard, who won easily—both in the first and second heats. The next race on the card was the "Garrison Cup," for which the following horses started, The Fenian's Sheet Anchor, Captain Anderson's Prince Charley, and Captain Lucas' Conrad. Sheet Anchor won a beautiful race, although it appeared that the contest was confined to himself and Prince Charley, the third horse having fallen far to the rear in consequence of a very bad start. The excellent manner in which Sheet Anchor was managed by Major Thoyts was the subject of general remark. The "Subaltern's Purse" followed next, and five horses came to the fore to compete for it. Captain Hall's Child, Dr. Keelan's Fao, and Captain Browne's Potteree seemed to have the tussle all to themselves at the start and for some distance after, but Child took the lead eventually and won an easy race, Potteree coming in second. The last event of the day was the "Galloway Plate," in which Captain Browne's Bayboy, well coached by Captain Anderson, won an easy race from the other two horses that started with him, viz. Dady and Bob, in fact Bob was lost in the distance. On Saturday there were only three races to be run for, nevertheless the course was thronged at an early hour. The first was "The Hack Rope" for all horses, half mile heats, to carry 10st 7lbs, and the competitors were Dr. Keelan's Fao, Captain Browne's Bayboy, Captain Hall's Child, Mr. Coghlan's Larkhana, and Mr. Waller's Bob. This was unquestionably the best race of the evening, but the result proved quite contrary to all expectations. Bayboy was the favourite, and the betting ran as high as ten to one on him, but he did not even put in a good third. The Child, which was ridden by Major Thoyts, won the first heat, closely followed by Fao. In the second heat Fao came in first but was found to be short-weighted, so the Child, which came in next, was declared the winner. Great excitement prevailed while the riders were being weighed after the second heat of this race, which was run in the dark, as a light could not be procured for love or money, and the stewards are indebted for their judgment to a box of fusees which a gentleman standing by produced from his pocket on seeing their dilemma! The next race on the programme was a handicap for all horses, distance three-quarters of a mile. This was a keen struggle between Sheet Anchor and Prince Charlie, but the latter came off victorious, attributable no doubt to Sheet Anchor being very heavily weighted. He carried 11st. 10lbs., whereas Prince Charlie only carried 9st. 12lbs. The last race was also a handicap for ponies, the entries were Bayard, Maharaj, and Punch, but the last-named levanted with its rider before they could get a start, and so the running was only between Bayard and Maharaj, the latter winning a good race. On Monday the soldiers' games passed off most successfully, Major Nichollets' Beloochees as usual distinguishing themselves in running.

Kurrachee is shortly to be deprived of a very useful and popular member of society, Captain T. F. Dowden, the Deputy Consulting Engineer for Railways in Sind. In his official capacity he evinced great zeal and ability in the discharge of his duties; nor was he less useful in private life. As voluntary organist of Trinity Church he exhibited musical talent of a very high order, and his departure will be much regretted both by the clergy and congregation. Captain Dowden's successor is Captain Augustus LeMessurier, R.E., who arrived here by the last mail from Bombay.

Some time ago there appeared in one of the Madras papers an extraordinary case, where a quantity of liquor in a bonded warehouse was discovered one morning to be metamorphosed into an equal quantity of aqua pura! Strange to say a similar phenomenon has manifested itself in the wine butts of a native merchant in this town, whose peace of mind has been not a little disturbed in consequence; as, on his applying for a refund of duty paid on the said wines, the local authorities have ordered an investigation into the matter. Should any *dishonesty* be discovered, he is to be prosecuted forthwith, and dealt by according to law.

MR. HELLER'S ENTERTAINMENT.

ON Monday night Mr. Heller gave a popular entertainment at popular prices, and the house was filled in every part. His and his sister's endeavours to please and amuse were thoroughly appreciated, applause being as frequent as the evolving excellencies of the entertainment. Mr. Heller, in the course of the evening, intimated that he and his sister would likely give Bombay another call in the course of a year or so. He is now *en route* for the provinces and the principal cities of India, and we are sure he will be as heartily appreciated as he has been in Bombay. We are ourselves sorry to lose such excellent entertainers, humourously, magically, and musically; but we have satisfaction in being justified in bidding them, not a final good-bye, but a simple *au revoir*. Such performers are not every day on "India's coral strand," and we would advise Mofussilites and every other class of the inhabitants of India to extend to them their heartiest welcome.

A STRANGE CASE OF THEFT.

A HINDOO woman, named Bhagoo, appeared at the Girgaum Police Court yesterday, and laid an information against one Ruttonbaee, woman, whom she charged with administering to her a stupefying or intoxicating liquor, with intent to commit theft.

Bhagoo, woman, said—I am a widow, and live at Camateepoora. On Wednesday last, at about 2 o'clock in the afternoon, I was walking along the Duncan Road, when the prisoner called to me. I went to her, and she gave me some betel nut and leaves. About half an hour afterwards she gave me some liquor. Afterwards Ruttonbaee gave me some toddy. I felt giddy and lay down in the room. Shortly afterwards the prisoner removed the ornaments from my body. I could not speak or resist. At 6 o'clock the following morning, I came to my senses. I went to the prisoner and asked her for my ornaments, but she said she had lost them. I then went and reported the matter to the police. I charge the prisoner with theft, and pray that she may be dealt with according to law.

The magistrate ordered a warrant to issue against the accused.

COMPTOIR D'ESCOMPTE DE PARIS.

EXTRACT FROM THE ANNUAL REPORT OF THE BOARD OF DIRECTORS TO THE SHAREHOLDERS.

GENTLEMEN,—We have the pleasure to submit an account of the operations of the Comptoir during the year 1870-71; but before informing you of the result, allow us to cast a retrospective glance on the events which have taken place since we last met, and to render you an account of the measures we have thought necessary to take to protect the interests which have been placed in our hands.

It will be superfluous to recall the rapidity with which defeat after defeat overtook us. From the very commencement of the month of August it was impossible to undervalue the exceptional gravity of the situation, and it was necessary to prepare for the fearful crisis that was likely to ensue.

Our task was difficult. In proportion as the enemy occupied the eastern parts of France, our correspondents in those Departments hastened to deposit in our hands their Bills and Securities. During the same time the Bankers and the Commercial Community of Paris applied to us for the discount of their Bills, and the public hurried to withdraw their deposits. The Comptoir was enabled to assist all those who applied to it; and we can say, with a feeling of just pride, that during this critical period, we were, so to speak, the only medium between the Bank of France and the Bankers and the Commercial Community of Paris and the Departments.

On the other hand, due to the convertability of our Securities, the withdrawals from the Bank were effected without the slightest difficulty. Notwithstanding the security this state of things gave us, prudence advised us to telegraph, at the commencement of the war, to all our Agencies in India and China, to send all their money to Europe even at a loss on Exchange. Although our Agents executed our instructions with the greatest rapidity, their remittances could not arrive in Paris before it was blockaded; but we hasten to say that this delay did not in any way inconvenience us, for our metropolitan resources were sufficient to meet our requirements, notwithstanding that we had to pay above 1½ millions sterling in a week. As soon as the march of the Prussians on Paris proved, beyond doubt, that we should be blockaded, we sent off to Nantes a large portion of our Staff, and such Bills as were falling due in the provinces.

In a few days a new "Service" was completely organised at our Agency in that city. Simultaneously, we transported to London all our Securities on foreign countries, and established there a special "Service;" we were thus enabled to continue our Correspondence with our Agents in foreign countries and our Branches in the East. These two "Services" carried on our business during the war to our entire satisfaction. That of Nantes was enabled to carry out our business in the unoccupied part of the country without any interruption, as previous to the war; besides, enabled to protect our interests in obtaining the payment of bills on the provinces, and, considering the severity of the crisis, the results were most satisfactory.

On the other hand, the "Service in London" was able to carry on regularly our communications with our Agencies in India and China. Our Agencies in the East remitted to London very heavily, representing more than 50 per cent of the amount held by them. Experience has therefore shown us, that, even in the most critical moments, a few weeks are sufficient to bring from the far East all our resources.

The end of the foreign war did not put an end to our trials. It is unnecessary to call to your minds the disastrous circumstances which forced the Executive to leave Paris after the insurrection of the 18th of March. The General Post Office was no longer in the hands of the legal authorities, and we felt that we were soon, for a second time, destined to be cut off from the entire world. We then decided to send off "*un-administrateur délégué*" to Versailles, with the greatest part of our Securities and some of our Clerks. Our Correspondents were thus put in direct means of communication with this "Speciale Service;" our Special couriers left Versailles and Paris, and meeting at the German outposts at Saint Denis, there they exchanged our letters; by this means we were enabled to carry on our regular Correspondence with France and abroad. The Board of Directors and our Clerks were thus enabled to remain in Paris without the slightest difficulty.

You will be glad to hear that, notwithstanding the many dangers to which they were exposed, most of the members of our Board, and our Auditors, who had not left Paris during the insurrection, attended every day regularly at the office of the Comptoir, encouraging by their presence and firmness those of the Staff who had remained at their posts.

Such, Gentlemen, were the dangers to which we were exposed by the Foreign and Civil War which befel our country. Such were the efforts that we made to surmount them.

We would only speak *en passant* of the patriotic duty which your Directors did not fail in,—namely, to grant full pay to those of the Staff who were called to serve either as Soldiers or "Gardes Mobiles," and also by contributing largely to relieve the numerous cases of misfortune and misery which occurred during those months.

Before terminating this Report, we have a duty to fulfil, which we do with the greatest pleasure—a duty which we trust you will join us in fulfilling, namely, that our united thanks be given to the Staff of the Comptoir for their devotedness during the whole of the dreadful period they had to pass through.

The profit realized by our Eastern Branches, after fully providing for all bad and doubtful debts, is £57,693. We desire to call special attention to the operations of our Agents in London, Lyons, Marseilles, and Nantes, which during the year have amounted to £23,000,000, and the profit realised is £59,213.

EXTRACT FROM THE AUDITORS' REPORT.

GENTLEMEN,—Notwithstanding the severity of the crisis through which we have passed, your Board of Directors propose to you to pay a dividend of 7fcs. 50c. per share, independently of the Statutory interest of 4 per cent. per annum, which will make for the year 27fcs. 50c. per share of fcs. 500, or 5½ per cent. per annum. We trust you will think, with us, that it is a favourable result, and that it proves the soundness of the Bank as well as its good management. You can, in all confidence, vote this distribution of profits, which have been really earned.

GENERAL BALANCE SHEET of the Comptoir D'Escompte de Paris, for the year ending 30th June 1871.

LIABILITIES.

Dr.	£	s.	d.
To Capital	3,200,000	0	0
,, Reserve	800,000	0	0
,, Reserve for the Foreign Agencies	17,861	2	10
,, Reserve against Bills prorogued and on warrants	44,000	0	0
,, Clerks' Provident Fund	23,518	10	0
,, Current Deposits	968,974	17	6
,, Due on account of Letters of Credit	7,965	5	5
,, Bills remitted for Collection	678,032	5	8
,, Accounts Current, creditor. With the Provinces	383,002	8	6
With foreign countries	493,930	0	0
With Sundries	22,365	5	0
,, Acceptances and Bills Payable	135,298	10	0
,, Coupons to be paid	265,845	18	2
,, Dividends of the Comptoir, due. Unclaimed	16,820	9	6
for the half year ending 17th August 1871	112,000	0	0
,, Profit and Loss, New Account. Rebate on Bills Receivable	5,881	9	0
Profit not distributed	1,067	1	7
	£7,122,593	3	2

ASSETS.

Cr.	£	s.	d.
By Cash in hand and at the Bank of France	364,198	3	4
,, Bills Receivable. On Paris	427,624	13	6
On Provinces	451,459	6	0
On Foreign Countries	293,992	18	4
,, Funds with Agencies in Europe	1,350,471	3	2
,, Funds with Agencies abroad	1,462,752	6	0
,, Advances on Public Funds	128,256	0	0
,, Accounts Current, Debtor	1,774,942	18	6
,, Advances on Merchandise which have not been renewed	90,862	16	0
,, French Rente	671,538	10	0
,, House property	106,494	8	4
	£7,122,593	3	2

PROFIT AND LOSS ACCOUNT.

Cr.	£	s.	d.
Amount of Profit realised during the year 1870-71	292,393	13	10
Dr.	£	s.	d.
General Expenses for the same period	60,013	2	0
Rebate on Bills	11,313	10	3
Statutory interest in February of 2 per cent. on 160,000 shares	64,000	0	0
Less Reserve to meet Losses on Bills prorogued by Law, and on Goods burned in the Public Warehouses	44,000	0	0
The 2 per cent. Statutory Dividend for second half-year	64,000	0	0
And a Supplementary Dividend of 7 frs. 50 cts. per share on 160,000 shares	48,000	0	0
Undivided Balance	1,067	1	7
	£292,393	13	10

A GREAT sensation has been produced in Hungary at the revival of the old custom "ad audiendum verbum regium" in the case of a Hungarian bishop. This prelate, the Bishop of Stuhlweissenburg, published the resolutions of the Œcumenical Council, and the Papal decrees relating to them, in his diocese without the Emperor's permission, and he was accordingly summoned to Pesth to be solemnly reproved for his conduct. He was received in the Prime Minister's palace by all the Ministers in full court dress, and Count Andrasey, who represented the Emperor on the occasion, informed the bishop that he had received an autograph letter from his Majesty announcing that the bishop's conduct had met with "the Royal disapprobation and displeasure." The Count added that he was commissioned to convey to the bishop "the Royal rebuke," and to express a hope" that he willpay due respect to the laws and to the orders of his Majesty in future."

CLAIM FOR TOWING A DISABLED STEAMER.

THE S.S. INDIA v. THE S.S. MULA.

AT the High Court the other day, the Chief Justice, who sat in chambers to dispose of emergent business during the vacation, delivered judgment in the case of the s.s. India v. the s.s. Mula, which was heard before his Lordship in January last. Mr. Macpherson, instructed by Messrs. Jefferson and Payne, appeared for the plaintiff; and Mr. Austey, instructed by Messrs. Macfarlane and Skipsey, for the defendant.

The plaintiff was Captain Joseph Dodero, the master of the India, acting on behalf of R. Rubattino and others of Genoa, the owners of the steamer. The defendant was Shaik Essa bin Kaliffa, an Arab merchant, the owner of the Mula. The plaintiff claimed Rs. 50,000 as the value of the salvage services which his steamer performed. Since the Mula was brought to Bombay, no payment, tender, or satisfaction had been made or offered by or on behalf of her owner to the plaintiff. On his application, therefore, the Court, on the 15th August 1870, issued a warrant for the arrest of the Mula, her tackle, apparel, furniture, and cargo. In the same month the defendant offered to give any security which the Court night hold to be proper; and on an application made on his behalf, the Court adjudged the value of the Mula and cargo to be Rs. 3,50,000, and the ship was released upon security being given for Rs. 30,000.

The circumstances of the case appear clearly from the plaint, which was as follows:—"The India is a screw steamer of about 1,862 tons registered tonnage, and having engines of about 180 horse-power and belongs to the port of Genoa. At the time hereinafter mentioned, she was manned by a crew of 51 hands all told. The Mula is a screw steamer of about 689 tons registered tonnage, and has engines of about 150 horse-power, and belongs to the port of Bombay, and shortly before she was fallen in with by the India, had sailed from Bombay on a voyage to Bushire with a general cargo, and on the said voyage she had also treasure on board, and the estimated value of the screw steamer, and of the whole of the said cargo and treasure, and the freight thereon, is four lakhs of rupees or thereabouts. On the 10th day of August, 1870, the India, laden with a general cargo, and having 41 passengers on board, was proceeding from Bombay to Aden, and about 5 a. m. on that day, it then being not quite light, about 90 miles due west from Bombay, a vessel was seen about two miles off under sail with her head to the south. The weather was hazy, and the wind was light and moderate. A boat put off from the vessel, and on seeing that, the master of the India stopped her engines, and an officer of the vessel having come on board, it was discovered that the vessel was the screw steamer Mula. The officer stated that the Mula was on her way to Bushire, but had broken her shaft on the evening of the 8th August, that since then they had been trying to sail, but as the wind was light she would not steer, and as the current was strong, they had drifted and were still fast drifting to the south, that they were unable to make Bombay under sail, and it was impossible to say where she might not drift to. The officer further stated that the master of the Mula was ill, and desired the master of the India to take the Mula in tow, and tow her back to Bombay harbour. The master of the India was unwilling to go back to Bombay, but the officer pressed him to take her in tow to Bombay. The master of the India thereupon stated that if the master of the Mula would state in writing his request, he would comply with such request. Thereupon the officer went on board the Mula and returned to the India, and gave him a paper writing in the words and to the intent, as follows:

'I hereby declare that I consider my steamer to be in such a disabled state as absolutely to require your assistance, which I accordingly demand. J. R. COATES,
'August 10th, 1870.' Master.'

On receiving the document, the master of the India stayed by the Mula for some hours, and then took her in tow and towed her into Bombay harbour, where she arrived about 2 a.m. of the 11th August 1870. The Mula's hawser was carried away in towing, but the crew of the India passed one of the India's hawsers on board of the Mula, and with this she was brought into Bombay harbour. The crew were working two hours and upwards in fixing the hawsers, and the Mula was in tow from 8 a.m. of the 10th August, 1870, and until 2 a.m. of the 11th August 1870. By the services aforesaid, the Mula and her cargo were preserved from total loss, and the India and her crew ran great risk and danger and were put to great delay and inconvenience in rendering the same."

The defendant set up the following defence:—"To the best of my knowledge, information, and belief the value of the property is about Rs. 3,45,500, and not greater than three lakhs and a half of rupees. The value of the cargo, so far as I can ascertain by reference to the manifest, is..........Rs. 2,60,000

The value of the steamer Mula is.........	70,000
The amount of freight is	7,000
The value of the coals on board is.......	7,000
The value of the store is estimated at	1,500
Altogther Rs.	3,45,500

I am informed and verily believe that, at the time the Mula was taken in tow by the India, she was in no immediate danger or imminent peril, and that if the India had declined to give the assistance which she gave, the Mula would in all probability have either reached Bombay harbour, or so near there to the southward, that she might have anchored and sent for the assistance she required. I am also informed, and verily believe, that the India, in towing the Mula back to Bombay, incurred no danger either to the persons on board of her or to the vessel and her tackle and appurtenances, that no extraordinary degree of skill was displayed or required, that the labour bestowed was the ordinary labour of towing a vessel a distance of eighty miles or thereabouts in moderate weather, and that the loss of time to the India was not more than three days."

In his written statement, the defendant said that the Mula is of about 689 tons registered tonnage, but has engines of only 100 horse power. At the time of taking the Mula in tow, the India had on board a much less number of passengers than 41, of whom but few were first-class passengers; and at the time the Mula was not more than 80 miles distant from Bombay. Defendant admitted that the India did render certain services to the "Mula" in towing her back to Bombay, but denied that by the said services the Mula was preserved from total loss or even from any immediate or ultimate danger. All the result of the services rendered that the Mula was thereby saved time and inconvenience by getting towed back to Bombay instead of having to sail with a light wind. Further, the master of the Mula was not ill or unable to attend to the navigation of his vessel; and even if he had been, there were on board a chief and a second mate and a gunner, who held certificates of fitness and were able to navigate the vessel in case of need. Defendant denied that the India or her crew ran great risk or danger, or were put to great delay or inconvenience, for at the time of rendering such services, there was but little wind and the sea was not rough, and the whole time taken in towing was not more than twenty-one hours. Defendant submitted that plaintiff was not entitled to salvage, but only to a reasonable sum as a remuneration for the time and trouble bestowed, and for the work and labour done, and materials expended; but if the Court was of opinion that he was so entitled, defendant submitted that the claim was unreasonable.

THE CHIEF JUSTICE, in giving judgment, said there was less conflict of evidence in this case than in ordinary maritime cases. The only witness who gave his evidence under reprehensible feelings was S. Evans, the pilot of the Mula, who exaggerated her canvass and the state of her spars, and depreciated too much her sailing powers. His Lordship said he should pay less attention to his evidence than he should otherwise have done. Then there was the written demand of assistance as explained by Captain Coates, the master of the Mula. (Reads it.) His Lordship thought it quite possible that a mistake was made, and that he misconstrued or misread the written demand; but it did not affect the case in the least. It was clear that he did require assistance from the India. There was a good deal of defamation of the hawser of the Mula, more than, in his Lordship's opinion, it deserved. How it snapped was quite accounted for by the evidence of Captain Coates, and it was clear that the same hawser was afterwards used along with that of the India. All these steamers were undermasted of course, but the Mula was not more so than the rest. His Lordship was satisfied that her spars were good spars and capable of standing such strong breezes as might be expected. Still her sailing powers were not considerable; there was little wind; and she had been drifting during the two days which had elapsed. There was a good deal of conflict as to the strength of the currents in those parts. On Captain Perrins' evidence, his Lordship was satisfied that the statement of the force being two miles per hour was incorrect. His Lordship did not think that the Mula was in any great danger—there was some, but not much; and if there had been wind enough, and it might have been expected in a few days, he thought that she might have got into Bombay with her canvass. Therefore, on the first issue, *viz.* whether the service was salvage or towage, his Lordship found that it was a salvage and not a towage service. Danger was not absolutely necessary to constitute salvage service; but in his Lordship's opinion, there was in this case some danger, although it was not much. (Refers to several authorities.) In the case of the Madras, his Lordship said he awarded Rs. 25,000; but she was carrying mails, specie, munitions of war, and camp-followers for Abyssinia, and those were far more important services than any which existed in this case. Besides the Madras was towed for three days. However, although the force of the monsoon was past, the Mula was disabled and saved in the monsoon time, whilst the Madras was not so. His Lordship said he must take into consideration the quantum of damages, and also the fact that the India was carrying passengers. The learned judge could not believe that the assent of the passengers was anything more than the assent of men who could not help themselves. They left the ship and their passage-money was returned to them. Their passage-money was in all Rs. 3,378, besides four rupees each for feeding money per diem for four days; the value of the India's hawser; the coals, boat-hire, dubash's bill, &c., for which his Lordship allowed Rs. 7,570 in all besides salvage. For the salvage service, all things included, his Lordship considered Rs. 15,000 to be a fair amount, of which Rs. 13,500 were to go to the owner of the India. The Rs. 15,000 and costs were to be deducted out of the Rs. 30,000 paid into Court as security by defendant, and the residue was to be repaid to him (defendant).

THE VIENNA EXHIBITION.—The Emperor of Austria has made a series of appointments to the administrative staff of the International Exhibition which is to open at Vienna on the 1st of May 1873. His brother, the Archduke Charles Louis, has been appointed patron; the Archduke Rainer, president; and Prince Hohenlohe, Schillingfurst, Count Beust, Prince Lichtenstein, Prince Schwarzenberg, Count Festetics, and Count Polocks, vice-presidents. The committee is formed of the Ministers and heads of departments, the presidents of the chief artistic, commercial, and scientific societies, and a number of gentlemen who have distinguished themselves in the various branches of science, art, and industry. The erection of the building for the Exhibition has already commenced, and the works are being pushed rapidly forward in order to get as much done as possible before the winter sets in. It is expected that the whole building will be completed by October 1872, so as to be ready for the consignments from distant countries which are to arrive about that time for the Exhibition.

SHOCKING MURDER AT UMRITSUR.

(*Indian Public Opinion.*)

ON the 24th September, at about 8 P. M., Suroti, daughter of Dunna Singh, was reported missing from her father's house, said to have been wearing gold and silver ornaments. It was ascertained on enquiry that Suroti had left the house with her first cousin, Dya Ram, aged 10. Having gone about 100 yards, the boy gave her a part of the head of Indian corn he was eating, and told her to go home. The girl was not seen alive after that by her friends. Fruitless search was made next day; the police issued proclamations and instituted enquiries, which were also unsuccessful. Dunna Singh expressed suspicion of Shere Singh, Pojari, son of his uncle's daughter, who, on threatening Dunna Singh with prosecution for defamation, search by the police of Shere Singh's premises was deprecated. Early next morning (26th) Mussumat Gujri Jhirwal, on approaching the house of Dunna Singh, was asked by Suroti's mother not to come close as the filth from the drain, which was being cleaned, would soil her. Standing there her olfactory nerves became sensible of a most offensive smell, and observing something lying covered with a sheet, she called to Dunna Singh, who, running out of the house, discovered the body of his child wrapped up in a sheet, not her own. On examination the skull was found to be fractured, the scalp considerably bruised, the hair matted with clotted blood, and intermixed with it was a great deal of chopped straw and dirt—marks of strangulation were also visible. Most of the child's ornaments were missing.

The Civil Surgeon pronounced the child to have been dead 24 hours. Local enquiries were commenced by Deputy Superintendent, Assistant Deputy Superintendent, and Inspector Sirbullund Khan. A reward of Rupees 50 was offered. On 26th September, Inspector Sirbullund Khan having searched a house (next door to Dunna Singh's) occupied by Mussumat Atmadei, her son Phina and his wife Jusshoree, discovered in a small room on the ground floor, chopped straw and dirt similar to that found in the girl's hair, and in this room a smell of putrid matter impregnated the atmosphere. On the second storey at the staircase head several of the ornaments worn by the murdered girl were found buried under human excrement.

Mussumats Atmadei and Jusshoree attributed the offensive smell to the body having been in the room, and asserted that the body and ornaments had been concealed by Shere Singh in their house. They with Phina were arrested. Atmadei acknowledged ownership of the sheet in which the body had been found wrapped up, and stated it to have been a part of her bedding. The cloth in which the ornaments were found concealed was admitted by both the women to have been portion of the dress of Jusshoree's infant son. On the 28th September and subsequently, Jusshoree stated, when questioned by Sirbullund Khan before the District and the Assistant District Superintendent, that Atmadei had enticed the girl to her house, by giving her sweetmeats, that she had then strangled her she, (Jusshoree) abetting by holding the child down.

The skull was fractured in forcing a crown ornament of gold from her head with a brick. The child had been murdered on Sunday, had been concealed all Monday covered with straw in the room whence the smell proceeded, and was removed into the lane, where it was found on Monday night by Phina, who was first informed of the murder on Monday evening in order that his advice might be obtained regarding the disposal of the body. On Jusshoree's indicature the crown ornament was found on the staircase head. Atmadei admitted that the body had been buried in the house, denied all participation in the crime, and stated that she believed the body had been placed in her house by Shere Singh. Her account of the disposal of the body and of Phina's participation, coincides with Jusshoree's statement. All three have been sent for trial.

A FANCY SKETCH.

(*Delhi Gazette*, Oct. 25.)

"Well, Sir Anthony, since you desire it, we will not *anticipate* the past, our *restrospection* will now be all to the future."—*Sheridan's Rivals, Act IV., Scene 2.*

THE GRAND INDIAN HOTEL.

Dover, August 20th, 1881.

FOR the benefit of those of your readers who may not have been at home since the Suez Canal was considered a novelty, I send you this brief account of my three days' journey to the old country.

When I arrived at the Kurrachee station on Saturday morning the scene on the vast platform was interesting and lively in the extreme. The London Mail, a train upwards of half a mile in length, had just arrived, and was being disgorged of its contents. Little companies of German, Swiss, Italian, and, of course, Cockney excursionists, were rushing about like flocks of sheep, hither and thither, after their leaders. Some were accompanied by bands of music, which even in the struggle for lost luggage stuck to their functions in the most gallant manner, and contributed to the chorus of engine whistling, foreign swearing, native shouting, and other discordant sounds, that threatened to tap one's tympanum. There were stout British papas, accompanied by ruddy Rugby and Eton boys, on their way to some fishing box in Central India, or going down to the seabathing at Akyab. "Mossoo," conspicuous for his ignorance of any language but his own, was gesticulating wildly to a number of coolies who were dispersing in all directions with his personal effects. I noticed the Maharajah of Vizianagram moving about, calm and dignified, while his Swiss courier was collecting his luggage. He looked somewhat knocked up by his labours during the long session in the Lords. The Maharajah of Puttiala was also there, contemplating with evident satisfaction his new title, which was superscribed on his portmanteaus in large letters—"The Right Hon. the Earl of Sirhind." Then there were little groups of Bengali, Oxford, and Cambridge men, returning to spend a portion of "the long" in their native land. They all wore their caps and gowns as a matter of course, and swaggered as if they were on "the high." I was much amused at overhearing the word "Varsity" used by one of them; and a cold chill broke over me as I heard one talk familiarly of "the House," alluding to the holy estate of Christ Church. Large cases of grouse from Perth, Aberdeen, and Inverness, were being tumbled out of the van, and I saw an enormous hamper marked "Spey Salmon."

But the people and the luggage gradually were sorted and dispersed. The long train backed out to a siding, and a fresh one, which ultimately conveyed me and my fortunes to Dover, took its place. A new crowd assembled, whom, as consisting of my fellow-passengers for the next three days, I surveyed with more interest. They were chiefly returning excursionists, commercial travellers, &c., but numbered not an inconsiderable body of Asiatics besides. There was a wealthy young Tirhoot nobleman and his brother going to their moor in Sutherlandshire; there was a scientific Bengali Doctor anxious to attend a meeting of the Royal Association at Manchester. A large and merry party of ladies and gentlemen, belonging to the royal family of Jeypore, were on their way to "town," as I was amused to hear them term London, to attend the Queen's ball, which is to be held at Buckingham Palace on Wednesday. The usual crowd of up-country shawl and jewel merchants crowded the third-class compartments, together with a sprinkling of *Mug* cooks and *Purbeah* bearers, who were about to seek employment in Paris and London. A magnificent team of Bhootan ponies attracted considerable attention. They were a present from some Bhootea gentlemen to the old Marquis of Mayo. Going to see them put in their boxes, I was much pleased with the generous accommodation the company affords horses. Each animal had quite a little paddock, lined with deep India-rubber matting, and fitted up in the smartest way with manger, hay-rack, and water-filters.

But the bell is ringing, and the guards are exhorting us to enter the carriages. We do so. The door is shut upon us with a bang, the engine shrieks, and we are off—to England!

I need not describe to you the "palace carriage" where I find myself. They have already been written of *ad nauseam*, suffice it to say that in all their details they are excellent, the bed-rooms and bath-room clean and comfortable, the dining-saloon handsome, the sitting and smoking-rooms luxurious. The fine broad balcony all round makes a capital promenade, and quite takes the place of the quarter-deck on boardship. Here the ladies take their work or novels, the man kind gossip and play "bull," the children toddle up and down hand in hand, or squat together in miniature *panchayets*, and discuss the leading baby topics of the moment.

We soon shake together in our carriage, and in the evening, after dinner, as a number of us sit out in the cool moonlight and offer little clouds of tobacco smoke to the evening zephyrs, it seems as if we had been years living in a train speeding swiftly along the Beloochistan shores of the Persian Gulf.

Our second day was hot, and we played whist and slept, and drank sherry cobblers and re-read the last *Delhi Gazette*. Towards evening, however, we had a slight sensation. We had thundered across the splendid Tigris tubular bridge, and had passed over a wide tract of dreary marshy land, when we gradually found the speed slacken, and drew up to coal at Babylon. While here an emigrant train from the North of England arrived. No sooner had it got alongside the platfrom, than an army of Yorkshire and Cumberland peasants and mechanics with their wives and little ones poured out. Though a little weary and travel-worn-looking, they seemed cheerful and extremely sanguine. They were going to colonize some of the rich grass valleys between Simla and China, and had brought out with them a few sheep and cattle of hardy breeds, and some farming and mining implements. Here were the first fruits of the bill brought in by the member for Simla and the Sutlej hill countries at the commencement of the session.

There was an excellent refreshment room here, and a wealth of Babylonian, Arabian, Persian, English, Egyptian, and Italian beauty in attendance. The pretty waitresses were dressed in the costumes of their respective countries, but all wore a bright blue ribbon binding their hair, which gave them a somewhat uniform appearance.

The next train we met was at Aleppo. It was a through goods-train bound for India, laden with machinery and agricultural implements, such as steam ploughs, threshing machines, patent reapers, and so on; it had also some twenty boxes full of horses bred at Hampton Court for the Bengal Cavalry. Talking of the Bengal Cavalry, I must not omit to say that we passed the train containing the picked Sikh, Afghan, and Jât horsemen, who are going home to join the new Foreign Legion of the Guard. They shunted off at Hit to let our mail train pass. But we must hurry on faster. It was midnight when we passed across the high level bridge over the Bosphorus; the full moon was brightly shining however, and its beams glinted on the white sails of a majestic war vessel which passed underneath us; a minute more, and we plunged among the domes and minarets of Constantinople and were in Europe! The next day found us among the old familiar continental routes of railway; night closes, and we rush into the tunnel beneath the channel and bowl along unconscious of the world of fish and ships above. The lamps become more frequent. The iron casing of the tunnel is now quite visible, more lights and more still; suddenly the loud roar ceases, we have emerged into a great, brilliantly-lighted station, thronged with porters and travellers: half a dozen gigantic letters tell us we are in Dover.

INDIAN ITEMS.

H. H. THE MAHARAJAH OF JEYPORE left Simla on Monday last week, the 23rd instant, under a salute of 19 guns.

THE tiger roaming about in the vicinity of the Government Gardens, Ootacamund, was killed on the 19th instant by a Badaga.

THE Maharaja of Jeypore left Simla for his own territory, on the morning of the 23rd instant. The Raja of Nabha left on the 20th instant.

THE Palampur fair will fail in its main object—the attraction of Yarkand trade. The only Yarkandi trader present will be Akhun Niaz Muhammad, the man whom Dr. Leitner took to Europe.—*Indian Public Opinion.*

DEATH FROM A JACKAL BITE.—On the 2nd ultimo, a woman residing at the Mulleer, named Bhagul, was bit by a mad jackal. She did not seem to have been much affected by the bite, and was progressing well; but on the 20th instant the woman became deranged, and died.—*Sind News*, Oct. 26.

THE COONOOR GHAUT.—Several landslips and falls of rock stones are said to have occurred on this ghaut during last week. The D. P. W. were however up to their work, and the obstructions were cleared away in no time. A native was killed on the ghaut on Wednesday last by the fall of a stone.—*Neilgherry Excelsior.*

CEYLON.—From the speech of the Governor of Ceylon at the opening of the Legislative Council, we learn that the revenue for last year amounted to £1,091,606, and the expenditure to £1,026,870, leaving a surplus of £64,736. For the current year the revenue is estimated at £1,115,000, the expenditure being nearly the same. For next year the revenue is estimated at £1,100,000, which amount appears to be the regular average revenue. The average annual imports and exports for 1868-69 and 1870 are £8,298,005.

GAME.

TO THE EDITOR OF "INDIAN PUBLIC OPINION."

SIR,—The recommendations of *a Sportsman* in your issue of September 29th are good, but they do not go far enough in penalties. The great mischief to game and wild fowl is caused by nets and call birds which are used chiefly in the breeding season, and the owners of these would not be stopped by a rupee 10 license.

I have previously advocated the passing of local laws to the following effect:

1. Close times for game birds from March 15th to October 15th except quail.
2. Close time for quail, from May to September.
3. Close time for all wild fowl, snipe, &c., from May to October.
4. Penalty for possession of the above birds during close time unless they are live birds and the possessor can prove he procured them before the commencement of close time, Rupees 5 per bird.
5. License tax on all guns not being military weapons in possession of soldiers or volunteers, Rupees 20 per year.
6. License tax for possession of nets or call birds, Rupees 50 per year.
7. Penalty for not taking out the above licenses when in possession of guns, nets, or call birds. Double the license tax.
8. One-third of all penalties to go to informer on conviction being obtained, not excluding police.
9. The working of this law to be added to the ordinary duties of the police.

These rules are suggested as suitable for the plains of the Punjab. No doubt in other parts of the country the close times will somewhat differ.

Rule 9 will at last possibly make the police of some use, and rule 8 will make them keen on the scent of poachers.—I remain, &c.,

CHEEL.

BARRACKPORE RACES.

THIRD DAY, SATURDAY, 28TH OCT. 1871.

FIRST RACE.—Handicap for all Arabs that have started during the meeting. Forced for winners, and optional to losers. 1½ mile.

Syrian	1
Longmore	2

SECOND RACE.—Handicap for all horses except Arabs that have started for any race during the meeting. 1¼ mile.

North Australian	1
Kilmore	2

THIRD RACE.—Losers' Handicap. For all horses that have started for, but not won, any race during the meeting. 1¼ mile.

Bridesmaid	1
Centurion...................................	2

FOURTH RACE.—Messrs. Cooke and Kelvey's Plate—A piece of plate or jewellery value Rs. 350. For all ladies' horses. ½ mile.

Bellona.......................................	1
Panic	2

—*Pioneer.*

DRAGGING CARRIAGES UP THE HIMALAYAS BY WATER POWER.

MR. SANDERSON'S scheme for dragging carriages up the Himalayas "by pouring water down," at which, we are ashamed to say, we were at first disposed to joke, is, it appears, being seriously considered by the Department of Public Works. The invention consists of a water-wheel, turned by water flowing in a channel specially constructed, by which vertical revolution is communicated (in the opposite direction) to a pair of wheels running on rails ascending an incline of from 1 in 100 to 1 in 10. This machine, called Sanderson's Hydraulic Propeller, is very light, and consequently cheap, costing, we understand, only about Rs. 240. It may be constructed of any power, *i.e.*, to carry the load of only a single cooly, or a weight of two tons. The carriages are not designed primarily for passengers, and the rate of ascent is slow, not more on the average than 5 miles an hour. Yet it would be no inconsiderable result if goods could be carried 65 miles to a height of 6,500 feet above starting point in 12 hours.—*Pioneer.*

THE MYSORE REVENUE SURVEY

(*Bangalore Herald.*)

THE Revenue Survey Department is supposed to fulfil useful and important functions, but we more than doubt whether the European officials connected with it, whose honour and integrity we do not for one moment dispute, are aware of what goes on under their very eyes when out on duty. Would they be surprised to know that their native subordinates are a perfect terror to the hapless ryots who come within the range of their maleficent influence? Would they be surprised to be informed that for every rupee of cundayem settled as due to the sircar, another half rupee is exacted as a perquisite?

Would they be surprised to know that wherever a Revenue Survey Camp is pitched, the villagers have in addition to this heavy exaction to provide their tormenters with gram, grass, wheat, bread, rice, ghee, and every necessary, free of cost, and that if they dare to hint at payment, they are kicked, and cuffed, and slippered, until, as in one particular case not so long ago, a whole village rose in desperation, took the law into their own hands and administered to the native subordinates of a certain survey party a sound and most meritorious drubbing. It is nothing to say that in the majority of cases, the ryots submit tamely and give these scoundrels on their leaving the locality a receipt purporting that they had no complaints to make or had been treated unkindly. That is in the nature of things. And if it is asked how ryots are so ignorant, and so timid in the assertion of their rights, the slightest experience one has of these things will give a sufficient answer. While proverbially cringing and subservient to their European superiors, native officials are the very incarnation of bullying tyranny dressed in a little brief authority, to the simple villager whom they think it is their sacred duty to bamboozle and cheat. And if that unhappy victim ranks them as gods, and thinks that they have unlimited power to increase or decrease the cundayem, he has to pay at their own lordly will, it is a pity but it is none the less true.

From close inquiry, we may say that, in proof of their taking bribes and living on the fat of the land when in the districts, their conduct when at head quarters during the rains substantiates all we say, and more. Their extensive purchases of jewelry, and their mode of living, is sufficient evidence that their expenditure is far beyond their means, and such means too as are wrung out of oppressed and suffering ryots. And we think it is the bounden duty of the head of the Government to institute the strictest inquiries, and to insist that wherever a Revenue Survey party goes a judicial officer of well tried and unimpeachable integrity shall be present with it, and do his utmost to prevent the villagers from suffering from wrong and oppression. Something should be done, and that speedily, to combat this cankereating evil. As some little proof of what we say we give a rough translation of a Canarese song sung in the districts, which, though simple in itself, gives a much truer impression than we can of the hardships the people have to endure. It is the production of a ryot, who is a poet in his own way, and is well known among his countrymen:—

The people of the Survey Department have come!

Trouble and misery have come upon us, and we shall die and not live.

This is a thing invented by the English. They have brought trouble upon us.

In future it is difficult for us to prosper.

This new system of surveying our land our forefathers knew not of, and the object we do not understand.

Only God knows and not us.

The Dharwar people have no mercy, or kindness.

They grind us down, like ragi is ground in the mill.

They care not for man or for woman.

They have no sense of justice in their heart.

They are terrible in their oppression.

There is nobody to punish them, and the English sahib does not know or understand.

We are slaves in their sight.

Wherever they go, plunder is committed.

The best houses in the village must be given to them.

Their cakes must be made of the finest flour, and if the best is not given to them they threaten to increase their extortion.

The best rice must be provided, and butter in large quantities to satisfy their appetites.

The milk must be drawn from the cows in their presence.

They make us give wheat to make their bread, and in return they leave mounds of earth like graves in our fields to bear them ever in remembrance.

They put baskets on our heads, and make us labour in fear and trembling.

And for all this we receive no payment, and are oppressed beyond measure.

Each man eats a seer of ghee.

Where are we to get so much to satisfy their gluttonous appetites?

This is enough!

Under such oppression we shall not live.

When they come to a village they send for all the ryots to see from their puttahs how much cundayem each man pays. Then they say—Bring the rupees soon.

For every rupee half a rupee. That is our portion.

We shall not take a fraction less.

We know now what they are.

And even the peons exact one anna for every rupee as their share.

The Maharajah is dead.

The country is his, but the rupees belong to the Revenue Survey Department.

What is the use of our living?

We must provide their horses and bullocks with gram and grass, and in return they fix stones in our fields.

Our masters are too many for us, and how can we thrive?

The Maharanee has not heard, nor has her eye seen our oppression.

There is no one to speak to her and explain.

We have to sell our cattle to satisfy the Survey Department, and our life is a weariness to us.

Let us go to the Commissioner and explain our wrongs. He might hear and put our oppressors in chains.

This is the song sung by Lackenhully Nunjappa, Lingayet Gowdah of the Toomkoor district.

THE "SACRED THREAD."

(*Madras Times*, Oct. 26.)

THE stand taken by the Government of India with respect to all matters connected with the religions of those under its rule is supposed to be one of perfect neutrality. And it is an undoubted fact that a *general* neutrality is observed. But in numbers of particular instances this neutrality notably breaks down. The laws regulating the action of everyday legislation in the case of mere morality are in many ways confused, and even contradictory. For example, nothing has been laid down with respect to the question, where religion begins and where morality ceases. Government says, "We demand always, as an essential to good government, that there be no flagrant breach of public morality committed, without being suitably punished; but with religious matters of any kind, we will never in any way interfere." Thus an indecent purely-secular show of any kind would be liable to prosecution; whilst a show, just as indecent, under the guise of a religious ceremony, would be permitted. That abominable Eleusinian mystery of the East, the *Sakti* rite, could be indulged in, by any Hindoo, in the open day, before hundreds of spectators, without any penalty being thereby incurred. Cars, such as are met with in almost every village, and which are dragged through the streets at stated festivals, are very often embellished by images of men, women, and animals, of a grosser type than the obscenest productions of Holywell Street. But we need not further pursue this distasteful theme. During the last half-year it has been written about, in several Indian journals, at greater length than we now care to do. All men, with any deep experience of Hindoo matters, freely acknowledge the truth of our assertion, that protected by its pseudo-religious character, public Hindoo immorality in some forms is shielded, if not countenanced, by the law in India.

As religion is thus allowed to cloak immorality, social customs of an objectionable type are allowed to pass muster as religious ones with which it would be sacrilege to interfere. Of these we might now give several instances; but our purpose in this article is to direct attention to the fact that social customs, because they are supposed to be religious ones, are allowed to restrict official action, in many cases. The most glaring of these cases has just been brought before the eyes of the Indian public. The Government have severely punished Dr. Eades, Superintendent of Bareilly Jail, mentioning *grounds* for doing so, which conclusively prove that the penners of the official resolution know simply nothing of what is social, and what is religious, in the customs of Hindoos. Dr. Eades ordered the removal of the "sacred thread" from the persons of certain prisoners, said to be Brahmins in the resolution. A revolt ensued upon this hasty, and perhaps injudicious, step. Dr. Eades is called to task. He asserts before the Commissioners appointed to inquire into the case of the outbreak, that he removed these strings as "articles of dress." The Commissioners sneer at him for this. They call it a childish argument. The Lieutenant-Governor accuses him of "inconceivable ignorance." And then, with reference to the string, the Commissioners, quoted with approval by the Governor, say—"It is a part of the wearer's existence. Its removal is excommunication!" Then the Governor adds, that its removal is "affront and sacrilege!" If only Dr. Eades has a little knowledge of the Vedas and Shastras, a little knowledge of Brahminical social and religious customs, and a fleet and facile pen, we shall hear a little more yet of this. He is lashed for calling a thing by its real name! He is attacked for ignorance, when he is in the right. It is "childish" of him to say the thread is "an article of dress." when a mere tyro in Sanscrit antiquities knows it is! Shall we give Dr. Eades a few hints for a pamphlet, a few proofs to establish the truth of his "ignorant" assertions?

The two most solemn moments of a Brahmin's life are connected with his first wearing the thread, and his first wearing his top-knot. Both are equally "sacred"—the *Juneo* (as it is styled in the resolution of Government) and the kudumi, which is termed in Sanscrit the *Sikha*. A Brahmin's first tonsure, and first putting on the thread, are called his two "*kaliyanams*," or "weddings" (rejoicings). To a Brahmin his thread, and his tuft of hair, are *equally* of religious signification, if they are of religious signification at all. In a famous Indian poet occurs the line "*when you were born, were your top-knot and thread born with you?*" And he merely echoes universal Hindoo opinion when he links these two together—the tuft of hair and the string. And just so, what is predicable of the top-knot, can be predicated of the thread. Many castes wear the tuft of hair; and Cummallers (all artificers) and silk weavers wear the so-called "Brahminical" string. These three castes renew the string, year by year, on the same day, viz., "*Avaniyavittam*," which is the twenty-third lunar mansion of the month of August. Likewise when the first tonsure (leaving the top-knot) is made, just as when the thread is first put on, there are regular fixed ceremonies, and *muntras*, ordered by *Manu* and other Hindoo books of authority. So also the cutting off the tuft of hair altogether is a sign of the person's being in a state of ceremonial defilement, just as taking the string off is. In all these points, therefore, the top-knot and the string, are upon a perfectly equal footing. What, then, will the censors of unlucky Dr. Eades say when we submit that the pure secularity of the *kudumi* has been thoroughly and incontrovertibly established? A long paper, published as a pamphlet, and widely circulated in 1867, has set the question at rest for ever. Dr. Eades will like to know that the author of this paper on the history of the Hindoo top-knot was the Rev. Dr. Caldwell, who is well known as one of the ripest scholars India possesses. In his pamphlet he does not refer to the thread; but the whole of his argument with reference to the top-knot, so conclusive in itself, might easily be adapted and applied to the thread. As of the kudumi, he might have said of the thread, "amongst the Brahmins the superstition consists not in the (*kudumi*) thread itself, but in the ceremonies by which the wearing of it is initiated." This is the pith of the whole matter.

Then again; when the kudumi is *not* worn (*i. e.*, shorn off,) it is a proof that the accustomed wearer is in a state of defilement; as for instance, is in mourning for a near relative. He is *not* defiled, be it remarked, by not having a kudumi (as Dr. Caldwell observes); but his not having a kudumi is a sign of his defilement. Just so with the thread. And Dr. Eades might argue, with certain success, that it was but in accordance with, not contrary to, Hindoo taste and prejudices, that he deprived the Brahmin prisoners of their strings! They, as prisoners, *are in a state of ceremonial defilement*. To talk of "excommunicating" them *by* taking off their strings, is simple nonsense, indulged in by the Commissioners simply because they are men not well versed in Hindoo antiquities, or in the present customs of Hindoos. A Brahmin who lives in a prison; who breathes a common air with pariahs; who drinks of water which is unsanctified to his whole and sole use; on whose body there is the constant defilement of the touch of a chain forged by non-caste hands—yes, and a worst of all, round whose loins there goes a piece of what is of all earthly things most abhorrent to his soul, leather, the debris perhaps of the holy race of animals he worships,—to talk about this man being "excommunicated," by losing a piece of thread "which is dear to him as life itself," is simple arrant, inexcusable nonsense. It is *this* that is "childish ignorance!" Dr. Eades perhaps is ignorant,—but he has spoken the truth in ignorance. Suppose he had ordered all the prisoners in the jail for sanitary reasons to shave their heads, what then would have been the consequence? The top-knot is as sacred as the thread! What then? Sanitation would have to stand aside because of religious scruples? Surely not! But why is it that such a fuss was made about the thread? The truth is simply this. We italicize the chief words and make them as conspicuous as possible.—*A Brahmin in this country likes to lord it over his fellows even in prison.* Warders, maistries, policemen, and the rest of the petty officials with whom he comes in contact, treat him with a certain deference in small things even in jail. *His string is the outward, and only outward badge of his caste. This is the only reason for which he so highly prizes his thread.* Religion has nothing to do with it. He has perhaps to be confined in jail for ten years; and his religion peremptorily demands the changing of the string, once every year, on an appointed day, in his waist up to water in the river. Upon the investiture of the string, certain *muntras* are made by the priest, upon which the string is received, and through which alone the string is in any way sacred. The strings, taken from most of the prisoners in Bareilly jail were not the real "sacred" strings after all. The revolt, we feel assured, was not the result of the injured religious scruples, but of the injured pride of men who, even in the degradation of a jail, desired to bear about with them, and flaunt in the eyes of their humbler fellow-prisoners, the one outward sign left to them of their supremacy of birthright.

GENERAL BUTLER "THE PET OF THE PETTICOATS."—General Butler is not a handsome man, except upon the good old rule that "handsome is as handsome does;" nor is he any longer a young man except in the exuberant and irrepressible spirit of youth; but he has become, and now shines before the world, as *par excellence* the ladies' man, and, as the *New York Herald* very elegantly expresses it, "the pet of the petticoats" of the Old Bay State. Out and out General Butler goes for women's rights, including the right to vote and the right to fight at political elections, and the right to "sit in the place of customs," and to reign in the White House; and out and out for Governor the women's rights women of the Old Bay State (Massachusette), the mighty Wendell Phillips at the head of the column, go for General Butler. Mrs. Julia Ward Howe, the coloured Mrs. Sojourner Truth, Mrs. Lucy Stone Blackwell, Mrs. Mary A. Livermore, Miss Margaret Campbell, Miss Ada C. Bowler, and Miss Mary Eastman, all brilliant lights among the strong-minded, have, it appears, announced their determination to stump the State for General Butler. "He goes for them," says the *Herald*, "and they go for him, and that's enough. And all the shoemakers are going for him, and all the trade unions on labour reform are his men, because he is their man, and consequently, regular nomination or no regular nomination, such a man running for Governor at this revolutionary epoch in Massachusetts will make a terrible rattling among the dry bones of the Republican party."

CHIPS FROM CENTRAL ASIA.

(*Pioneer.*)

WE glean for the benefit of our readers the following scraps from the *Turkestan Gazette* of the 27th February and 15th March last. Our Central Asian contemporary is printed and published in Turkish, in the city of Tashkend, the rate of subscription being 2 sooms per annum, or 11½ tungahs of Kokan. We are not at present prepared to give an opinion as to whether this price is moderate or otherwise.

The earlier number commences with an order of the Governor-General of Turkistan commending a certain civil officer for his punctuality and zeal in collecting the revenues of his district. This he is reported to have done "with great ease," and to have executed the orders of his superiors in a creditable manner. The announcement concludes—"It is therefore said 'May God bless Poleka Dineek Kabya Kofe,"' which, we presume, is the name of this zealous officer. Whether the invocation is addressed to him by the Governor-General or by the payers of revenue is not quite clear. A certain "Oomar, the son of Meer Joonum," assistant to the above lauded officer, is, in the same notification, declared to have been the recipient of "a gold medal engraved with a floral design, for having rendered valuable assistance in the collection of revenue for the year 1869." We commend this method of rewarding energetic revenue officers to the consideration of Government. Medals might be kept in stock of various sizes, and awarded according to the degree of zeal evinced by the recipients, the largest size to be kept for the most successful income-tax collectors.

We are sorry to learn that there are to be found some unprincipled characters, even among the simple-minded inhabitants of Central Asia, as the following tale will show. The *Gazette* tells us that on the deck of a certain steamer, among other goods, were some bundles of hay. When the customs officers, searching for contraband goods, thrust their long iron rods into the hay, they were surprised to hear the cry of a human being, and on opening one of the trusses a man was discovered concealed within. "On inquiry," says the chronicler naively, "it appeared that his object in concealing himself was to evade payment of passage-money."

The *Turkestan Gazette* has its record of crime for the delectation of those of its readers who love to sup full of horrors, and crime too of a peculiarly atrocious character. We read of a Russian peasant while in a state of intoxication killing his wife, mother, and child with an axe, not sparing even a calf that crossed his path in his blind fury. There is also a story of a Persian lady and her child being murdered by the driver of the carriage who was conveying them to Astrakhan. Accidents and fires are not wanting to complete the interest of the *Gazette* according to the orthodox pattern. Even the "gigantic gooseberry," of the species to be expected in "Holy Russia," is to be found in its columns. Wit and anecdote of this class, which we translate literally, this notice must conclude. "In the village of Wancheeneen Iskee, a boy of tender age died, but when the funeral prayers were read over the corpse, he commenced crying and came to life."

SMITH EDWARDS & CO.'S MONTHLY COTTON CIRCULAR.

ADELAIDE BUILDINGS, CHAPEL STREET,
LIVERPOOL, 30th September, 1871.

THE fluctuations in our market have been trifling during the past month; the tendency has been slightly upward, and it closes at a general advance of ½d to ¾d per lb.

At the date of our last report a strong upward movement was in progress in consequence of unfavourable accounts about the growing crop in America, and this movement lasted for a few days longer, advancing the price of middling Uplands from 8 5/16d (at which it stood on the 1st September) to 9½d, both on the spot and for distant shipment of new crop. A pause in the demand then occurred; the trade had again brought their stocks to a high level, and feeling the advance in cotton to be burdensome, held back for two weeks and caused a dull feeling in our market. There was, however, very little reaction in price; holders were emboldened by continuous bad accounts from America, and remarkably small receipts of new cotton at the ports, and the decline scarcely reached ⅛d on the spot, while American cotton to arrive could hardly ever be brought below 9¼d for October-November shipment of Uplands. Surats, both on the spot and to arrive, dragged more heavily, and a good deal of Dhollerah and Oomrawuttee were sold afloat at 7½d for fair, and in one or two cases at less, but these low rates brought in speculation and the prices hardened.

On the 21st instant the bank rate was advanced rather unexpectedly to 3 per cent., and on the 28th again to 4 per cent, but the effect on the cotton market was imperceptible, and it did not prevent an improved tone setting in this last week both here and in Manchester, and for the last few days a good steady business has been done at hardening prices, causing the slight decline in the middle of the month to be recovered, and the market closes firmly at 9¼d. and 9⅜d. for midling Uplands and Orleans on the spot, and fully these prices to arrive. Fair Dhollerah on the spot is worth 7¼d, and to arrive 7⅜d. to 7½d, according to distance.

The Manchester Market, during the past month, has shown greater depression than that of Liverpool. The difficulty of moving the large production, at high prices, has forced itself into prominence, and a rather gloomy feeling has spread over a large section of the trade. The margin to the producer, both of yarn and cloth, has suffered a serious reduction, and we can no longer report a good profit in any branch of the trade, except fine spinning, and perhaps one or two other exceptional branches. In some large departments, such as weaving for Eastern markets, the loss has become so severe, that diminished production seems inevitable, and already preparations are making for working a considerable number of looms only four days a week. The yarn that supplies these looms must soon feel the influence of this movement, and sooner or later it seems probable that "short time" will extend to spinning as well, but we cannot report that as yet there is any sign of spindles working less time, and it is not likely that this will take place till the existing margin is lessened to a considerable extent; indeed it will be very difficult to bring about short time to any material extent among spinners, and we do not expect to see it without some further advance in cotton. We hear however that machinery is scarcely doing so much work as when trade was good, and we expect that there will be this winter a perceptible reduction of consumption in Lancashire, even without an overt resort to "short time." One thing seems clear, the spell of sunshine our cotton industry has had, has passed away for a time, and it seems almost certain that a period of unremunerative business is before it. It is not possible to turn off the present large production of Lancashire with a satisfactory profit, while American cotton is at 9d to 10d per lb, and the trade must wait till the raw material becomes more plentiful and cheaper, before they can expect a prosperous time again.

The money market, after long quiescence, has at last become a power in commercial affairs. For some weeks a drain of bullion had been going on for the Continent, in connection, it was supposed, with the payment of the French indemnity to Germany, but the position of the Bank of England was so unprecedentedly strong that it attracted little attention; all at once, however, the drain increased to formidable dimensions, very large shipments of specie were sent to Germany, and the bank was obliged to put up the rate from 2 to 3 per cent. This movement seemed to take the community by surprise, and a severe panic in the stock market was the result. This has since passed away in a great measure, but the demand at the bank continued so strong that a further rise to 4 per cent took place this week, though strange to say it produced much less effect on commercial circles than the first rise. The general opinion is that 4 per cent will be sufficient to allay the disturbance in monetary affairs, and that it is quite as high a rate as can be sustained, considering that after all there is a great amount of unemployed capital in the country and no symptoms of anything like prolonged stringency in the money market. At the same time the feeling is general and apparently well founded that the era of very cheap money has passed way, and that we may expect a time in which movements in the money market will be more frequent, and that element will exert a distinct influence on commercial affairs. It is certain that our grain imports must be very heavy this season, while the price is high, and cotton and other raw materials are much dearer than last year, so that our payments for imports will be unusually heavy, while the manufacturing trade of the country cannot be nearly so prosperous. These points will require to be watched carefully the coming season, for there may be times when their influence will be weighty.

The prospects of the market are at present affected in almost an equal degree by the unsatisfactory state of trade in Manchester and the poor accounts reaching us of the American crop. We have referred above to the former of these at sufficient length, and we would now call attention to the latter.

We are constrained to say that the accounts of the crop have grown decidedly worse during September. From all parts of the South most unfavourable reports have reached us; the weather has been wet, and picking has been much interrupted, and the poverty of the yield has everywhere attracted attention. The remarkable smallness of the receipts of new cotton lends strong confirmation to these gloomy accounts; the total for September is much below that of the last two years, and vastly below the three years prior to the American war, say 80,000 bales, against an average of 250,000 in 1858-9-60. Of course receipts at this early date are not conclusive evidence of the size of the crop; it occasionally happens that a late crop is a large one, and the early receipts last year gave no indication of the immense yield. Still it is also true that a late crop is more than usually exposed to casualties, and generally turns out to be a short one. We fear all the evidence is in that direction this year. The most reliable authorities report from all parts of the South that the yield is turning out disappointingly small, and most persons who once believed in 3½ millions have abandoned this estimate and adopted 3¼ millions or less. We should say that the favourite idea in the South is now 3 millions, and at New York 3 to 3¼ millions, with a few still believing in 3½ millions at the latter place; but against this there are some who do not expect 3 millions to be reached. We should say that the balance of opinion in America is at the present time for a yield rather under than over 3½ millions. We believe the season is too far advanced now to give any hope of making a really good crop, though fine picking weather in October and November may lengthen it out somewhat. On the other hand an early frost, if it did occur, would do more damage than usual, so that altogether we take a gloomy view of the prospects. The evidence is entirely too strong to be resisted, and though it is no doubt true that we have often been greatly misled by bad crop accounts from America, yet the tendency this season is likely to be the other way, for people are rendered cautious in pitching their estimates too low, for the very reason that the crop the last two years so far exceeded their early expectations.

The question then resolves itself into this:—Will the increasing dulness of trade in Manchester counteract a deficit of 25 per cent in the American crop? We incline to think that for the moment the influences will about balance each other, but for the remaining three months of the year it will be difficult to prevent some further advance, should the development of the crop accord with present anticipations. Much depends upon the receipts during October and November. They cannot be considered a fair test of the crop during September, and only partially so during October, but by November they ought to show with tolerable accuracy the range of the crop. They were moderate last year till November, but then they shot ahead to 120,000 to 130,000 bales weekly, and if this year they keep steadily 25 per cent or more behind till that month, and during it, more confidence will be shown by merchants in placing orders in Manchester for distant markets.

Our supply of cotton to the end of the year promises to be considerably less than last year. It is certain that we shall receive much less American cotton before Christmas. Last year we received an extraordinary amount of new crop, owing to the continental demand being almost stopped at the opening of the season by the war, and as prices were low in the American ports, our spinners were large importers, and this hastened the movement of the crop to England. We also received after this time last year a large amount of American cotton from Havre; consequently our import of American cotton in the last three months of the year was nearly 400,000 bales. This year the crop is very late, and will move slowly at first, for the price will rule so high in America as to discourage importers, and we do not expect to receive more than 250,000 bales before the end of

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he year. As a set off to this we will receive 100,000 bales more East India cotton in Liverpool, being about the excess now on the water to this port.

Our supply to 31st December will then compare with ast year as follows :—

	1871.		1870.	
	Bales.		Bales.	
Stock 29th September........	423,000	...	520,000	
Import American..............	250,000	...	391,000	
„ Brazil	100,000	...	100,000	
„ Egyptian, say.........	60,000	...	80,000	
„ Sundries, „	30,000	...	30,000	
„ East India	360,000	...	260,000	1,381,000
	1,223,000			
Delivery, Trade and Export, 13 weeks at 65,000...	845,000	13 weeks at 75,000 ...	960,000	
		Deficit in Stock ..	34,000	1,003,000
Stock 31st September	378,000			378,000

From this calculation it appears that we can afford a weekly delivery of 65,000 bales from Liverpool for the remainder of the year, against 75,000 bales same time last year, leaving us with the same stock on 31st December; but it must be remembered that London will have a surplus supply of 170,000 bales, (Madras and Bengal cotton,) which will meet a large part of the export demand, and therefore we regard 65,000 bales per week as a full figure for the outgoings from Liverpool, and it might be reduced considerably if the trade chose to fall back upon their stocks. There is nothing in the statement here put forward to cause alarm among consumers, but there is enough to give holders confidence, backed up as they are by the prospect of a very short crop in America.

We generally find, however, that in the long run bad trade in Manchester counterbalances in a remarkable degree deficient supply of the raw material, and though prices of cotton between now and Christmas may be run-up, perhaps materially, it would not be safe to build confidently upon their long continuance, and the business of cotton importing will be a hazardous one this coming season.

There is much questioning at present about the comparative value of American and Surat cotton. Thus far the trade hold with much tenacity to the former, though intrinsically it is the dearer of the two. We consider that fair new Dhollerah and Oomrawuttee at 7¾d are to the majority of spinners as cheap a material as middling Uplands at 9d., so that American is ½d per lb above its proper relative value. This may continue some time, as spinners are reluctant to change, but before long there must be a far more general resort to East India cotton. As the profits of the trade become smaller, and especially when actual loss supervenes, the first thought will be to cheapen the material; nor will the wishes of the operatives be so much regarded when it is a matter of indifference to a spinner whether he works or stops his machinery. Therefore we believe that in a short time we will see an extensive resort to Surat cotton and a closer approximation of the two kinds, though it may be November or December before the relative price will be adjusted. Unless spinners act on this plan promptly, they will be exposed almost to a famine of American cotton before the new crop arrives.

Egyptian cotton still continues relatively much cheaper than American, though the stock has run down to a small figure, but the prospects of the new crop are so good that holders offer freely. Should any change for the worse occur in the prospects of the crop an immediate and serious rise would occur here, for the fine spinning trade was never more profitable than now, and could easily afford to pay a large advance.

EXPENSIVE OYSTERS.

DURING the first of two late sieges of Paris a Prussian sold to a French marauder a dozen oysters for a dozen francs. The marauder sold them to a Parisian restaurateur for a hundred francs, and the restaurateur sold them again to one of his most dainty clients at twenty francs the oysters. It was a high price to pay for the mollusk, but the wealthy gourmand was able to say that he had eaten the only oysters which found their way into Paris throughout the siege. He was wise enough to keep the shells, and they have just been sold by auction to a rich and enterprising American, Henry Stuart by name, for 32 francs. One pound five and sixpence for empty oyster shells beats the lampreys which Horace used to eat.—*Globe.*

AFTER-THOUGHTS ON THE MANŒUVRES.

(FROM AN OCCASIONAL CORRESPONDENT OF "THE TIMES.")

[Concluded from the *Bombay Gazette* of Oct. 25.]

"INFANTRY very good, Cavalry superb, Artillery incomparable." Such is said to have been the verdict of "our foreign military critics." It was certainly complimentary, especially to the last-named service, and might almost frighten us out of any criticism of the Royal Artillery were it not that they seem so thoroughly determined to follow out their motto—"*Ubique quo fas et gloria ducunt*"—that any hand pointing forward along the glorious road of duty and progress must be welcome to men who have already marched so far up its steep ascent.

There was one remark frequently made during the manœuvres, but not yet, so far as we know, finding its way out of the printing office. It was this :—"We see Artillery officers of all ranks except the higher ones. There is one General commanding the whole Artillery at the manœuvres. Where are the Brigadiers and Generals of Division? What! not one of them an Artilleryman? What do you do, then, with the Colonels who have been so carefully trained in every drill of the three arms, not only in their artillery duties." This time last year the answer would have been that it was impossible to adjust the claims of science with those of purchase, that the officers of other branches of the service had actually paid for the right to command, and that, for some unknown reason, Artillery officers, no matter how much inclined thereto, were positively forbidden to quicken their promotion by any pecuniary arrangements whatever. It was a strange anomaly for a practical nation like England. Quick promotion encouraged in the less educated branches (we refer, of course, only to military education), even to the extent of permitting violation of the law; slow promotion bound fast to the scientific corps by laws rigorously carried out. Here was one of those curious absurdities which, like flaws in a precious stone, exist in our English Constitution only because no one quite knows how to get rid of them without danger to the whole gem. Purchase has disappeared now throughout the whole army, and the improvements it hindered will inevitably but gradually declare themselves and be adopted. It should be clearly understood that each officer in those batteries pronounced incomparable as artillery has been also thoroughly trained in both company and battalion movements of infantry, in the use of the rifle and sword, in riding, and in the manœuvres of cavalry. It is one of the peculiarities of the British Artillery service that its officers are taught the handling of every weapon and the drills of every branch in the service. They are, in fact, Jacks of all trades, whether they are masters of none we leave to the decision of their critics during the manœuvres. Masters they are, and for that very reason know that they must be always learning.

The Memorandum issued by the Commander-in-Chief freed the movements of the guns as far as words could free them, but the order was apparently not quite understood in some quarters, for on several occasions batteries were found making obsolete movements against the protest of the captains. So great has been the change in the power of artillery that it can hardly be realized by any others than artillerymen; so infantry commanders commonly refuse to consider themselves supported by guns which are, perhaps, 1,000 yards distant from the troops to be supported. Some definite agreement must be come to on this point. All that the artillery officer needs from the Brigadier is, "I am going to attack that hill or village, give me all possible support." Then the artilleryman, who knows the capability of his guns, is responsible for choosing the best position for them, and never moving from it without good reason. The one mistake most observable during the manœuvres was this, that artillery supposed to be in support of cavalry or infantry moved too often when they moved and halted when they halted. The true tactics of artillery in combination with the other arms is for the guns to concentrate their fire on the point to be attacked, so preparing the way and confusing the enemy. When the opponents close the fire of the guns must cease of necessity, and then is their time to find a better, perhaps nearer, position, in readiness to confirm a success or cover a retreat.

Another want during these manœuvres was the use of a concentrated fire from many guns. Not the concentration of the guns upon one spot, but concentration of their shells. To concentrate guns is to give the best possible mark for the enemy. It may be necessary sometimes, but should be avoided whenever it is possible to do so. On the other hand, to separate the batteries while directing the fire of the pieces on one spot is to gain the advantage of crushing the enemy, while that enemy's fire is weakened by its dispersement. There were, of course, minor faults corrected at the time, and not likely to occur again. Among them was a very simple one—simple as soon as it is mentioned. A battery comes into action on the brow of a hill. The guns are well concealed behind the crest—as well as is consistent with firing at the enemy—limbers and horses even more so. The order comes to retire. From old habit the captain gives the word, "Rear limber up." The horses bring the limber to the gun, and as they wheel about to enable the trail to be lifted into its place both horses and limber are partially exposed. In such a case the right course would be to run the gun back towards greater safety where the limber is, not to bring the limber into less safety where the gun is. Similarly, when the place for the guns is fixed it is better, whenever possible, to unlimber out of sight of the enemy, and run the guns a little forward into position. The greatest care should always be taken not to put the motive power in danger. What the engine is to the war steamer that the horses are to a battery in the field. Without them it can fight only in one spot.

In the next statement of opinion we are not certain of carrying our friends with us. We cannot but think that horses are kept in too fat condition. After a few days of campaigning the fat is lost, and the saddles, &c., which fitted perfectly before become too large for the diminished bulk of the animals, so that a good deal of refitting is necessary in order to avoid galls and sore back. Of course, each captain will have his own views on the subject, and the horses of some batteries are fatter than those of others. This opinion, which certainly seems common-sense, must be taken for what it is worth, and no more. Such matters go very much according to fashion, and fat horses at least show practically that they have been cared for.

On the whole the work of the artillery in the late battles was done coolly, rightly, and with a non-chalance begotten of professional knowledge. It was worth going out of one's way after a battle to see a battery encamp and settle down instantly to its work. What! work again and immediately after the day's fighting was over? Yes, herein lies the difference between the horse and foot soldier. First in ease come the infantry. They have trudged on foot a good deal through the day, it is true, but they have had many a rest with opportunities for sitting or lying down, and when once in camp there remains nothing to do but a short cleansing of the rifle. All else is for their own comfort. The cavalry have to groom and feed their horses, and clean their saddlery, in addition to all that the infantry have to perform. The artillery have far the hardest task, for they have to be coachmen as well as grooms, and they must make a right careful examination of their carriages lest something should go wrong next day. But the little drivers are real wonders for work. Each one of them has a pair of horses and a double set of harness to keep in order. Does it ever occur to admirers of the "turn out" of English batteries to calculate the amount of time and trouble spent in cleaning all those saddles, pads, straps, and buckles; the knowledge and care necessary to detect anything that is going wrong, so as to get it repaired instantly?

There are difficulties, too, only known to the initiated. If some of those numerous straps are buckled one hole too high when the harness is put on they will break when the first great strain comes, just at the moment when everything depends on the serviceability of the equipment.

It is quite inconceivable by those who know what the service of field artillery is that Volunteers can learn the thousand arts and dodges by which the artillery drivers keep horses and harness in good order. The most that Volunteers can do is to make a fair outside show for a few days. We speak not without knowledge, for we have watched the best Volunteer field batteries under many circumstances. In what class to place the Honourable Artillery Company we know not, but its efficiency is far greater than any modern Volunteer field battery we have seen. It has arrived at a sufficient standard of excellence to know how difficult field artillery work is. It would be interesting to know the opinion of its officers as to the possibility of anything like a considerable force of Volunteer field artillery being efficient on a sudden call to arms.

It is very instructive to see how men darken counsel with words sometimes. Here has the whole world been watching the successes obtained by superiority in field artillery since when the bringing field artillery to perfection has been the question of the day in all military nations and societies. The verdict has just been given by foreign critics in favour of the "incomparable" English field artillery. The pre-eminence will need great care and watchfulness to keep, and we should suppose patriotic Englishmen would spare no pains to keep ahead. But no; up rise Lord Elcho and Colonel Shakespear to tell the country that all this efficiency is worthless compared with numbers and prices. How many guns could we manage to show on parade for a certain sum of money. That is the question in the eyes of these strange advisers. True, these guns of Colonel Shakespear's are to have no ammunition waggons, and only carry 33 rounds apiece, so that their share in the battle would soon come to an end. Never mind; there would be the guns, and surely their mere appearance ought to strike terror into the hearts of an enemy. The whole proposition is so comical that serious argument is rendered difficult. One does not use a sword to cut tissue paper withal. Besides, it is necessary in this case to begin at first principles.

Supposing we were to admit, which we do not, that by encouraging Volunteer field artillery the proportion of guns for a British army might be doubled, and that the guns would be moderately efficient. To do so would be to violate a principle, well established as regards perfectly trained, still more so as regards half-trained artillery. There are few students of the military art who will not recognize the words :—

> "The reader will have noted that both at Austerlitz and at Solferino the beaten armies brought to the field a great preponderance of artillery, large part of which took no part in the engagement. The truth is, that the huge trains which followed their columns were too unwieldy to be arrayed. Surplus artillery is far worse than useless; it hampers and delays the columns, destroys roads, perplexes generals, keeps troops out of action for its escort and protection, and impedes the retreat."

If, then, too large a proportion of artillery is actually dangerous to an army, how much more must this be the case if the artillery is not perfectly efficient? Therefore, the wisest expenditure of money will be that which keeps up the right proportion of artillery in a condition of the highest attainable perfection. "Surplus artillery is worse than useless," even supposing it to be efficient. Volunteer field batteries would give surplus guns not very efficient. Therefore, Volunteer field batteries are worse than useless. We cannot be at the pains to disprove the statement that the Royal Artillery is worse than that of the Volunteers. This, like the other assertions made, says Colonel Shakespear, at the United Service institution, "may be assumed to be true" by all who think 12-pounders better than 40-pounders, and who do not know the difference between the uses of light field guns and "guns of position." It is acknowledged on all hands that the Volunteers might do excellent service as gunners to work the steady slow moving guns of position horsed by country horses and driven by men who understand the care of horses, but even then there would generally need to be some few Royal gunners mixed with them. The truth is, Volunteers are sometimes apt to forget that loading, aiming, and firing are among the very least duties of artillerymen. To explain this it is only necessary to relate a trifling incident which occurred at Shoeburyness, where there are none but good words of, and good deeds to, the Volunteers.

Generally speaking, Volunteers going to Shoeburyness for practice find their guns all ready for them with stores laid beside them only waiting to be used. Once, as a useful hint, a party of Volunteer gunners going down to their appointed place found guns, it is true, but dismounted and lying on the ground. They asked what this meant, and were told that they had to be mounted before practice could commence. For the first time they learnt that guns don't grow all mounted on their carriages like fruit on a tree. The men found they could not get those huge heavy masses of iron into their places without help. Like fine fellows as they are, they read the lesson as it was meant, and worked cheerfully and with alacrity under the directions of an instructor sent to help them. All this sort of work, the construction of batteries, laying of platforms, bringing up and mounting masses of metal weighing many tons, are among the studies taught of necessity to professional artillerymen who require to be as expert with skids, tackle, and handspikes, to say nothing of knotting and splicing, as sailors are with their naval gear. If Volunteers devote themselves to one small branch only of artillery work—loading, aiming, and firing—they may easily gain a slight superiority in it over men who have a hundred other things to learn and to do. A gentleman generally rides better than his groom, but set him to do all the stable work, cleaning horses, saddlery, carriage, and harness, he will soon find himself at a disadvantage. If he devotes himself entirely to such work, he may come in time to beat the groom at it, but then he has been neglecting the work and eschewing the habits which make him a gentleman. Similarly if the Volunteers would devote themselves to nothing but gunnery for two or three years, there is no doubt but they would become first-rate artillerymen. But, then, they would be artillerymen—not Volunteers in the present sense of the word. That is to say, if the middle classes would give the whole of their time gratuitously for two or three years to soldiering, we should have the best and cheapest army in the world. At present there are small signs of such self-devotion.

It is unfortunate that Lord Elcho and Colonel Shakespear should have raised this point, and used such extraordinary arguments, for it is not pleasant to have to point out the shortcomings of a force in whom the country has much pride, and who deserve the confidence of their countrymen, provided they do not claim too much.

What is to be said of the Royal Engineers during the manœuvres? Simply that, look where you will, from the first idea of the campaign to the end of it, they have been the life and soul of what is generally called the Quartermaster-General's Department. They surveyed the various spots proposed for the manœuvres, and, assisted by some officers from the Royal Artillery, because their own Staff was too weak, selected and marked on the maps the commons and camping grounds. They managed the bridge equipage and telegraph during the campaign, and were sometimes even employed on outpost or "intelligence" duty during the actual course of battles. Whatever they did was, by common consent, well done, and if their deeds were not such as attract much popular attention, they were as necessary as any force on the ground.

Neither the Militia nor Volunteers excited the favourable comments of the foreign officers. We think that rather hard measure was served out to both in the criticisms. Perhaps a little more steady work during the year is necessary before they can quite reap all the possible advantages of such manœuvres. One fact is worth laying hold of. The Reserve Forces showed true British patience and pluck, looking all the better finally for their rough work.

This quiet patient steadiness is the great virtue of the British soldier. It springs from no special system of military training, but from the national temper and the national habits of obedience to law and non-interference with other people's business. Wherever questions were asked the answers showed that Regulars and Reserves pulled well together without any petty jealousies. The Volunteers saw and praised the steadiness and discipline of the Army; the soldiers marvelled at the good temper and devotion to duty of the Volunteers. The Militiamen from the metropolis looked unfit for much work when they first came, but they did not suffer and were marvellously improved by the fresh air and exercise. But we really must have more of the country Militia regiments next time to show our guests how excellent and how fine-looking some of them are.

If we were asked to point out what appeared most to want mending, we should say—First, all the generals and inferior officers seem to be of opinion that next year their hands may be left free, merely giving them general ideas of objects to be attained, and not limiting their operations further than they will be limited of necessity by the Act of Parliament, and having as the only limit of engagements that there should be no attacks in force except in daylight. Secondly, the Defence Absolute should be avoided, and the soldiers taught as well to leap from cover when the right moment comes, as to seek it, and hold to it when it is useless to move. Thirdly, choice of position for artillery, so that the guns in action may cover all movements, and especially formations of cavalry and infantry. Fourthly, outpost duties—instruction is wanted throughout the service in this most important branch of the soldier's art. No General should take the field without his "intelligence officers," whose business it should be to receive reports from outposts, to interrogate prisoners, country people, and spies. They should always be able to tell the General with pretty nearly an approach to certainty what the enemy is about, or was about, when the last reports came in. Fifthly, the supply should not come all from one spot, but should follow each of the opposing forces. This demands a complete organization of the Supply Department, and there is now an excellent opportunity for getting rid of the obnoxious word "Control." It is an entire misnomer, but we could not believe until we saw it how greatly the popularity and efficiency of the Department is impaired by that name. Our cousins across the Atlantic are practical and sensible people, but let a President call himself King, and see what the insult would be. "Supply Department." There is a good honest English name signifying the thing itself, and offensive to nobody. Give back also to the Royal Artillery the care of warlike stores now so strangely placed in the hands of men quite unfitted by education to have charge of them. Organize the transport on a comprehensive but not extravagant scale, and then the Supply Department will become as popular in the army as it is now the reverse. There never was such a chance for it as now, because it can say, with truth, the only branch of the service which broke down during the manœuvres was the transport obtained by contract.

It is said now that the total cost of the manœuvres will fall far short of what was anticipated. Suppose the worst estimates should turn out true. Even then the country may rest satisfied that never was there a wiser or more fruitful investment of money.

THE INTERNATIONAL IN GERMANY.—We understand that the arrangement made at Salzburg with regard to the "social question" does not contemplate any measure of repression against the members of the International or other Trade Societies, but merely the adoption of preventive means with a view to settling the points in dispute between labour and capital in a peaceful manner. The German and Austro-Hungarian Governments propose carefully to watch this important movement, and to step in between the parties as arbitrators should an opportunity offer itself, and they are striving to induce other Powers to join them with the above object.—*Eastern Budget.*

LIGHT ROLLING STOCK FOR RAILWAYS.

(*Times.*)

ON Friday, Sept. 29, a party of engineers and other gentlemen interested in the construction and maintenance of railways visited Bristol for the purpose of inspecting a new double bogie locomotive and some light rolling stock, all constructed after the designs of Mr. Fairlie. The engine "Hercules" is for the Iquique Railway in Peru, and is of the same general character as one previously made for the same company, and described in *The Times* last year. It has four 15-inch cylinders, of 22 inches stroke, and its total weight (60 tons) rests upon 12 wheels, arranged in two groups of six, coupled together, and all assisting in the adhesion. It will be required to work heavy traffic over a gradient of 1 in 25 for 11 miles, and round curves of three chains; and during the experiments on Friday it went round curves of 2½ chains with the greatest facility, the deflection of the centre of the leading bogie platform from the end of the boiler amounting to 14 inches. It was then taken through a boiler shop and a smith's shop, and so upon a very irregular and badly kept piece of line belonging to the Midland Company. Here its trip was restricted by certain bridges and platforms which it could not pass; but it ran up and down, over a length of about a quarter of a mile, with the perfect smoothness for which the double bogie is so remarkable. Its passage over roughly-laid points was distinctly audible to those riding upon it, but communicated no jolt to the driver's platform. It has been built by the Avonside Company, for Messrs. Montero, of Peru.

The light rolling stock is being made at the shops of the Bristol Waggon Company; and the specimens exhibited were for three different gauges, one of 4ft. 8½in. (the prevailing gauge of this country and of Europe), one of 3ft. 6in., and one of 2ft. 6in. The 3ft. 6in. stock has been made for the Dunedin and Port Chalmers Railway, and the 2ft. 6in. stock for a railway in Peru, it being intended that both lines should be worked entirely with Mr. Fairlie's carriages and engines, and upon the system for which he has so long contended.

The whole of the stock furnished ample evidence how little the capacity of carriages and waggons need be diminished by even a considerable reduction in gauge. The light waggons for the 4ft. 8½in. or ordinary narrow gauge are 14ft. long and 7ft. wide by inside measurement. Their sides are 2ft. 6in. high, they weigh 2 tons 5 cwt., and will carry seven tons. If fitted with a patent break, their weight will be increased to 2 tons 7 cwt. The 3ft. 6in. waggons are six inches longer than the foregoing, and of the same dimensions in all other respects. They weigh about 2 tons 2 cwt., and will carry seven tons. The 2ft. 6in. waggons are 6ft. wide by 12ft. long, and 2ft 6in. deep; they weigh 1 ton 11 cwt., and will carry five tons.

The passenger carriages for the 3ft. 6in. gauge are commodious. A first-class carriage is 19ft., 6in. long, and 7ft. 6in. wide. It is divided into three equal compartments, each with seats for eight persons, and the height from floor to roof in the centre is 6ft. 8in. The roof is lined over the seats with thin mahogany, and over the centre with bird's-eye maple, and the lamp is wholly above the roof level, countersunk, so to speak, within a polished reflector, calculated to light up the whole interior and to render reading possible. The general trimmings and decorations of the interior are very tasteful and pretty. The second-class carriage is 18ft. 6in. in length, but of the same width and height as the first-class, and divided in the same manner although each of its three compartments will accommodate ten persons. The weight of the first-class carriage is 300lb., and that of the second-class carriage 232lb., for each seat; so that, if this stock can only be filled, the ordinary proportion between dead and paying weight in a passenger train will be very materially modified. The covered goods waggons for the same gauge are 14ft 6in. long, 7ft. wide, 6ft. high, and weigh 2 tons 15 cwt.

The chief difficulty in the way of designing a light railway stock is the amount of solid material that has hitherto been thought necessary in order to give sufficient strength to resist the shocks and concussions incidental to the daily working of a line. In ordinary goods waggons, for example, the buffers are only the sides of the frame prolonged, and every time these buffers meet the whole of the frame is rudely strained and shaken. That which may thus be seen to happen at any station when a goods train is being shunted happens also, although in less degree, with passenger carriages; and the great strength, of which great weight is the necessary consequence, has been required as a protection against sudden contracts, and in order to prevent the stock from being shaken to pieces by the jars to which it must be subjected. As a first step towards lightness Mr. Fairlie has aimed at diminishing concussions, and for this purpose he has introduced a new system of buffers and of coupling. Beneath the frame of each carriage there runs an iron drawbar, and the drawbars of adjacent carriages are closely coupled by a single link. Every carriage is furnished at both ends with a single central buffer, presenting a convex surface, and these buffers are brought almost into contact. Each buffer is furnished with a very strong coiled spring, and has about an inch of play, the general result being that the closeness of the coupling and the continuity of the drawbar render the train of carriages movable as a single mass, and not as a succession of detached portions, which may be knocked about almost independently of each other. The passage of the united train round curves is provided for in the mode of attachment of the drawbar under each carriage, and the closeness of the coupling has rendered necessary a total départure from the ordinary mode of fastening, by which so many railway servants have been killed and injured. In the new carriages the drawbar terminates in a sort of expanding cup or receptacle, comparable to a funnel, only square instead of circular. Through the sides of this receptacle a horizontal bolt passes, and can be moved in or out by a lever and bell crank working from about the middle of the carriage. When two carriages are to be joined, a single iron link, about 8in. in length, is put into the receptacle of one of them and the bolt is shot through it. The carriage, with the link projecting, is moved up to its yokefellow, and the free end of the link enters the receptacle of the second carriage, where it also is secured by shooting the horizontal bolt. The expanding character of the receptacle secures the entrance of the link if it should droop a little, or if the carriage to which it is attached should be sunk upon its springs, by a heavy load, to a slightly lower level than the other one. The fastening is effected instantaneously, by a single movement of the lever, as the carriages come into position and is not only much more expeditious than the present system, but seems to be absolutely free from danger to those who are concerned in carrying it out. If these plans are found to work in actual practice as well as they do in experimental trials, the new buffers and couples will not only save enormous expenditure in the conveyance of dead weight, but they will also save many valuable lives. Every coroner is aware that the trapping of a railway servant between buffers is a matter of no uncommon occurrence.

An incidental advance of the traction from a central point is that a narrow line might be laid down inside one of broader gauge, and that an engine running upon either would draw a composite train made up of carriages some of which were wide and some narrow. In the shops of the Waggon Company, at Bristol, the three gauges were thus laid down in one track, and such an arrangement might offer many facilities for connecting cheap narrow-guage branches with a trunk line constructed upon a larger scale.

The double bogie engines for the Peruvian line of 2ft. 6in. will be required to work over long gradients of 1 in 20, and round curves of two chains radius. It is estimated that they will do this at 30 miles an hour, and that they will be equal to any traffic which a railway can be called upon to undertake. We learn also that various English engineering firms have now double bogie locomotives in course of construction, to the number of nearly 50, for lines, mostly of narrow gauge, in Peru, Mexico, Canada, Nova Scotia, New Zealand, Russia, Sweden, and Brazil. It seems that the problems connected with the "Railways of the Future" are on the way to receive a speedy and practical solution.

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NUITS	„ 50 0	56 0
CHABLIS	„ 24 0	27 0
SAUTERNE, Haut	„ 31 0	35 0
Ditto ditto, Superior ...	„ 50 0	55 0
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SOLID LEATHER FOLDING PORTMANTEAUS, with turn-over edges, copper Riveted—Shirt Case and Morocco leather pocket. Strong Brass Lever Lock, with pair of best Straps round...	30	68 0	
RAILWAY PORTMANTEAUS, to fit under seat. Best Brown leather, wide and flat, strong Brass Lock. A very serviceable article..................	24 27	23 8 25 0	26 0 28 0
CASH BAGS—Morocco leather, outside Pocket for Papers, spring fastening and strong lock, with secure shoulder strap passing under the Bag..............		6 12 7 12	7 12 8 12
RUG STRAPS—best Bridle Leather, with connecting handle, soiled Linen Bags with strong lock and key		2 0	2 4
RUGS—Alpaca and Llama, soft and light, plain and fancy colours		12 8 18 0	14 0 20 0
TRAVELLING PILLOWS..................		2 0	2 8
OVERLAND CHAIRS, made of well seasoned Beechwood, cane backs and bottoms. A strong and durable article.		9 8 11 8 13 8	10 0 13 0 15 0

ASQUITH AND COMPANY,
BOMBAY.

COLLARS.

		Cash. Rs. a.	Credit. Rs. a.
West End .... Shakespeare .... Dux .... Pall Mall .... Hay market	Made from the best Linen, all Three-fold.	6 0	7 0
West End .... Dux	With neat Tie attached, for wear with Flannel Shirt.	6 8	7 8

ASQUITH AND COMPANY,
BOMBAY.

SHIRTS.
NEW AND CHOICE MATERIALS.

		Cash. Rs. a.	Credit. Rs. a.
OXFORD CLOTH —All the new patterns in this favourite material, which is cool, shrunkless, and absorbing	each six	6 8 37 0	7 8 42 0
TAFFETA—A material daily gaining favour, being moderate in price, extremely soft, and for comfort equal to the wear of the best Spun Silk.........	each six	6 8 37 0	7 8 42 0
SILK and WOOL—Thoroughly shrunk, in all the new plain colours, and neat Fancy Stripes..............	each six	9 0 52 0	10 0 58 0
FLANNEL—Best Saxony, plain and Fancy Wove Colours, thoroughly shrunk	each six	8 8 49 0	9 8 56 0
BEST SPUN SILK—Neat Fancy Stripes, fast colours..............	each six	11 8 67 0	13 0 75 0
BEST FRENCH PRINTED CAMBRIC, with Collar attached.—All the new designs just to hand, perfectly fast in colour..............	six	28 0	31 8
PRINTED CAMBRIC, with Collar attached. Neat stripes; a good useful Shirt	six	22 8	25 0
LONGCLOTH, with best Linen Fronts, &c. The material specially manufactured for Indian wear	six	28 0	31 8
LONGCLOTH, Cambric Fronts and Cuffs	six	22 8	25 0
DRESS.—French Embroidered Fronts, the latest designs	each	7 0	8 0

The above are made to measure, or can be had ready for immediate wear,

FROM
ASQUITH AND COMPANY,
SHIRT-MAKERS,
APOLLO STREET, BOMBAY.

SCARFS AND TIES.

		Cash. Rs. a.	Credit. Rs. a.
The Kensington........... The Jules Favre........... The Ollivier .... The Livingstone	Small made Sailor's Knot. All the new plain colours.	1 10 2 4 2 8 2 12	2 0 2 10 3 0 3 4
The Stroller .... The Duke........... The Promenade .... The Conqueror	Large made Sailor's Knot. All the new plain colours and fancy stripes.	2 0 2 6 2 8 2 12	2 4 2 12 3 0 3 4

The above are fitted with the new patent fastening.

Black Ties, narrow	0 14	1 0
„ wide	1 4	1 8
Coloured narrow Ties	0 14	1 0
Dress Ties, made bow	0 14	1 0
„	1 0	1 4

ASQUITH AND COMPANY,
BOMBAY.

LUND'S PATENT JEWELLERY.

		Cash. Rs. a.	Credit. Rs. a.
Front Studs.................. Collar do .... Solitaires	Warranted 14 Carat Gold on Ivory backs.	3 12 1 8 4 8	4 4 1 12 5 0

Will last for years.

AGENTS,
ASQUITH AND COMPANY,
BOMBAY.

GENT'S BRACES.

	Cash. Rs. a.	Credit. Rs. a.
White Berlin..................................	2 0	2 4
Scarlet do	2 0	2 4
Leather, thin and strong	2 0	2 4
Indiarubber with Doe ends	2 6	2 12
French webb	1 12	2 0
Guyot's celebrated	2 0	2 4

SUPERIOR CAMBRIC HANDKERCHIEFS, WASHED AND READY FOR IMMEDIATE USE.

Scotch Lawn, plain..........................	5 0	6 0
„ „ coloured borders..................	5 0	6 0
Irish Gambric	10 8	12 0
Fine Irish do.	12 8	15 0
Superfine do. do.	15 0	17 8
Extra fine do.	17 8	19 8
Fine Irish, with coloured borders	15 8	17 8

ASQUITH AND COMPANY,
22, APOLLO STREET,
OPPOSITE THE SECRETARIATE, BOMBAY.

MOFUSSIL ORDERS, IF ACCOMPANIED WITH A REMITTANCE, ARE DESPATCHED IMMEDIATELY.

PATTERNS AND CATALOGUES ON APPLICATION.

McCABE'S WATCHES.

CAUTION TO PURCHASERS.

Watches of very inferior quality NOT made by JAMES McCABE, but fraudulently marked with his name, are now being offered for sale in India and elsewhere. Purchasers are advised to exercise caution, and to buy only of respectable traders, or to remit direct by Bank draft or otherwise. Price Lists forwarded on application, post free.

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